FINANCE EDUCATION PROFESSIONS

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WHOLE NO.

Statement of Arguments Favoring a National Budget

Analysis of Report On National Budget and Its Advantages

Showing the Extraordinary Confusion Attendant Upon National Financing Through the Evolution of Temporary Devices.

Early in December Congress and the nation will have the opportunity to consider a national budget for the first time in our history. The need for a national budget was explained in a message from President Taft to Congress June 27, 1912, which message, with the report of the Commission on Economy and Efficiency, fills a book of

It is safe to assume that the general public has not widely read the splendid argument and convincing array of facts prepared by the commission, yet it should understand clearly what is sought.

Summed up, the idea involved in a national budget is simplicity itself. It means that the President and his Cabinet shall answer to themselves and to the country three simple questions regarding the

1. How much money will be needed for the conduct of the government during the year beginning July 1 next. 2. What money is on hand; and from what source is more ex-

3. What shall be the amount appropriated to each function per-

Stated in the above manner, every business man, no matter how mall his affairs; every farmer who plans ahead, every man in any way with the care of funds for others, will at once perceive that budget n ust be desired by all citizens who wish businessike methods applied to the one big business of the nation-the govmore, they will perceive that if a little business needs

vstem, then a big business, involving \$1,000,000,000 expenditures a

It would seem certain, therefore, that the public in general, and editors of the nation in particular, will favor any method that on Appropriations), and claims (Comgives them in one statement a portraval or picture of all the varied activities of the government in all their complicated relations to each

ongressmen will know exactly what consider in the way of appropria-ns—knowledge that has hitherto

report estimates direct to ngress, through the Secretary of the Treasury (acting in the capacity of a reporter or messenger), which are hereupon arbitrarily assigned to as

nany as nine committees.

(2) The President, as executive head of the nation's business, has not been made directly responsible to the nation or the efficiency of the departments

ecting org

thirteen-

of the ta

the close

D GRAPE

(3) Appropriation bills are not conidered as related to each other or to the anticipated amount of public in-

(4) Minor officers in departments can approach committees direct for special favors for bureaus or for special legislation introduced in an appro- tract work are reported in the Sundry

ion bills is indicated in the following

Legislative, Executive, and Judicial; Legislative, Executive, and Judicial; andry Civil; Pensions; Fortifications; bill, reported out by the Committee on The Committee on Agriculture has

The Committee on Rivers and Har- created by wars that have been

Not an Attack on Congress.

It must be clearly understood that the preparation and submis-sion of a budget by the President in no way interferes with the constitutional rights of Congress to originate "bills for raising revenue" or to make "appropriations" for expenditures. It ations" for expenditures. merely makes definite and sures as he shall judge neces Congress responsibility for de-ciding public policies, and for ciding public policies, and for voting or refusing to vote for appropriations in view of the de-liberately considered proposals and statements made by the ex-centive branch of the govern-ment. It proposes not only to locate responsibility for each decision made, but to take the peo-ple into the confidence of officers who have been chosen to "pro-mote the general welfare," the primary purpose for which the government is established and

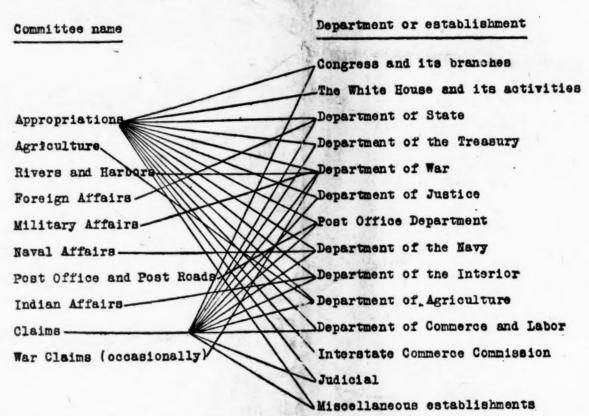
Civil bill reported by the Committee on

The Committee on Foreign Affairs st of committees charged with the re- reports only the appropriations for the foreign intercourse part of the State The Committee on Appropriations Department. The main appropriations eports six appropriation bills:
Legislative, Executive, and Judicial;
legislative, Executive, and Judicial;

Appropriations.
The Committee on Military Affairs harge of the Department of Agricul- reports appropriations for the army ure appropriations with the exception and for the Military Academy. Approittee on Appropriations looks after. (Fortifications bill), as well as overs overhead charges are, unlike all head charges for army administration her departments, not included in the (Legislative, Executive, and Judicial ported by the Committee on Appro- Appropriations. Through the latter committee also come Pension bills

ors reports appropriations for those ver and harbor improvements for ports all the appropriations, except dehich no contract authorizations have ficiencies (Committee on Appropria-

ILLUSTRATING THE INTER-RELATION OF THE NINE COMMITTEES OB APPROPRIATIONS AND THE VARIOUS DEPARTMENTS AND ESTABLISHMENTS.



The overhead charge of the Navy Department is reported by Committee on Appropriations Legislative, Executive, and Judicial bill. The Committee on Post Offices and Post Roads reports all the appropriations of the post offices except the overhead and deficiencies (Committee mittee on Claims). It even, on occasion, reports deficiencies, the appro priations therefor being in the posta

The Committee on Indian Affairs re ports all the appropriations for the Inficiencies (Committee on Appropriations). Overhead Washington expenses are provided by the Committee on Appropriations in the Legislative, Executive and Judicial bill.

The Committee on Claims reports appropriations in the private claims bill, which are found among the appropriations for each department.

It will thus be seen that the appro priations for each service (with the exception of the services in the Departin the agricultural bill by the mittee on Agriculture, and the Panama Canal and the Geological Survey which are reported in the Sundry Civi bill by the Committee on Appropria tions, and certain other minor services) are reported in several bills and are often considered by several committees In contra-distinction to this hit-ormiss, and devious and abusable method, the budget, or definite financial and executive programme of the government. to be placed under the notice of the nation by the President early in De-

The budget so submitted will con-

(a) A BUDGETARY MESSAGE, setting forth in brief the significance of the proposals to which attention is invited.
(b) A SUMMARY FINANCIAL STATEMENT, setting forth in very

summary form:
1. The financial condition. 2. A statement of the condition of appropriations and other data per-taining to the "general fund," as well as to the other funds of the Government.
3. An account of revenues and ex-

penditures for the last completed

BUDGET STATEMENT NO. 1.—CURRENT BALANCE SHEET, SHOWING ASSETS, LIABILITIES. AND RESERVES.

The state of the s			
*Cnsb			
In Treasury and subtreasures. In bank depositaries, Treasurer's account. In bank depositaries, disbursing officers' accounts In bands of disbursing officers and fiscal agents.			
Reserves against cash			
*Trust obligations, cash requirements. Special fund, cash requirements. Sinking-fund requirements, current year. Reserves for disbursing officers' balances: Treasury credits- *Post-office Devartment. Disbursing officers and fiscal agents. Bank depositary credits, disbursing officers and fiscal agents. *Other reserves, cash requirements.			
Cash available for media goveral fund Habilities	Marie .	The state of the	 -
'Amounts payable by the Government			
*Public invoices and other accounts payable *Accrued salaries and wages payable. *Vouchers and pay rolls payable. *Unclaimed salaries and wages payable. Treasury warrants payable. Treasury drafts and checks on depositaries out-			
*Short-term loans and matured debt *Other accounts payable by the Government			
Net cash available for general-fund purposes			
Amounts due to the Government (notes and accounts receivable for general-fund purposes)			
*Current surplus or deficit (excess of current assets over current liabilities and reserves, or vice versa)			

*Information NOT at present regularly and accurately produced through accounts and reports.
!Information at present regularly and accurately produced through accounts and reports.
!Includes public vouchers, reimbursement vouchers, interdepartmental vouchers, pay vouchers, and items on pay rolls which have not been paid.

\$Pay vouchers and items on pay rolls which after a specified time have been set aside as obligations of

4. A statement showing the effect of past financial policy as well as of budget proposals on the general-fund surplus.

(e) A SUMMARY OF EXPENDI-TURES, classified by objects, setting forth the contracting and pur-chasing relations of the Govern-

(d) SUMMARIES OF ESTIMATES, setting forth: 1. The estimated revenues com-pared with actual revenues for a period of years; and 2. Estimated expenditures com-

pared with actual expenditures for n period of years.
(e) A SUMMARY OF CHANGES

IN LAW, setting forth what legislation it is thought should be enacted in order to enable the administration to transact public business with . e., changes in organic law which, if enacted, would affect appropria-tions as well as the character of work to be done.

> As illustrating the need for a statenent setting forth the financial condion of the nation, Budget Statement Number I is included in blank. It is intended to be the current balance sheet of the nation, showing assets, lia-

Budget Methods Used By Foreign Countries In National Finance

Answers to Questions Sent Out by the Department of State in Co-operation with the President's Commission.

During the preparation of material on "The Need for a National Budget," the President's Commission on Economy and Efficiency sent a questionaire of twenty-four items to foreign countries, through the Department of State. The phrasing of question 5 was as follows: "Are all appropriations considered at one time as a budget or are appropriations made for annual expenditures in a number of independent acts? The answers to this question are included. Australia.

Austria.

All appropriations are considered at one time as a budget.

The expenditures form the object of kept clearly in sight. separate budgets, and each budget con-

Bolivia. rately for each department of the gov-ernment, but finally go through as a Separate appropriations made on independent bills throughout the session of congress, but in such cases provision is made for the necessary amount from sources other than those

The estimates on which appropriation acts are founded are brought down, generally speaking, in the following man-

(a) What are called main estimates covering as far as possible the whole the services of the year for which they are required; and (b) Supplementary estimates of various kinds, which may be brought down from Deputies without any special order of time to time thereafter until the close of precedence, but later, in the order in the fiscal year for which they are re-

The annual budget law provides separately the funds for each governmental department. Special laws are sometimes passed to provide for unforser connot included in the general appropriation act.

All appropriations are considered at one

They are all included in the budget except those which are caled "creditos extraordinarios," or additional appropriations, which are voted by the executive ower, but must be afterward sanctioned by congress.

All appropriations for ordinary expenditures are considered at one time as a budget. Deficiency and extraordimade in independent acts.

Denmark.

The budget for the fiscal year is comprised in the budget law (Finansloven) together with the extra taxation law appertaining thereto. These are deliberated ations are included in the budget; but upon in the two chambers of the Rigsdag in the same manner as any other ated upon in a chamber of the Rigsdag cially convened for the purpose of votmay be referred to a committee. As a rule, appropriation bills are referred to a committee after the first hearing in

Republic of Ecuador.

Yes; all the items of the expenditure lated by the executive of the republic, and which form a special and independof expenditure (budget).
Egypt.

The appropriations for annual expendture are considered at one time as a budget.

The chancellor of the exchequer, as the representative of the executive and which is passed by both Houses of Parlianot as a member of a legislative com-mittee, introduces into Parliament the budget of needed appropriations and of anticipated revenues. The various fea-tures of the budget as pertaining to army, navy, civil and revenue producing

Appropriations in some cases are made at any time by independent acts; but when the budget is presented to Parliament an estimate is given of the amount which will be expended during the financial year under the authority of each of Appropriations in some cases are made branches are then considered separately sequent to voting for the various appropriations requested a vote is taken the budget as a whole. Theref throughout all discussions the relation of appropriations to each other and to the expected revenues of the country are Germany.

In the empire and in Prussia appropriaions are considered at one time as a budget. In Prussia expenditures to be met by loan do not appear in the budget, but are voted separately in a number of independent acts.

The budget supposedly contains all the appropriations contemplated for the year. though special or supplementary budgets are sometimes used to correct errors or omissions in the annual budget or to meet unforeseen emergencies

Hungary.

All appropriations are considered by Parliament at one time as a budget and not in parts.

The budget of each ministry is con-

sidered separately by the Chamber of Deputies without any special order of which they have been discussed by the budget committee, and by it reported to the chamber. Besides the budget of each ministry is adopted as of June 30 of cash year. Parliament may thereafter. authorize special expenditures, and these items are added to and become, auto-matically, a part of the budget of the current year.

Liberla.

All appropriations are considered at ative grants are made by special legislative enactments the same forms a part of the annual budget.

All expenses must be included in the budget. No charge increasing the budget for more than one year can be established except by a special law. All expenditures provided for by special laws are attached to the budget for the period during which they were affected.
This refers to debts which could not appropriations are subsequently have been estimated at the elaboration of the project of the budget or which are included in the budget for more than one period.

Mexico.

During normal conditions all appropriations are included in the budget; but be voted by the house at any time dur-Every bill which is being deliber- ing its regular sessions, or when espe-As a ing on an urgent appropriation.

Although the constitution speaks of "the budget," it also directs the divi-sion thereof into chapters, which, inde-pendent the one of the other, must be form only one budget, with the except fixed by laws; there may be more than tion of the expenses, posts, or post- one law relating to one chapter, but tions, which, being created by legislative decrees, do not figure in said law, in one and the same law. In reality, and which may be organized and regu-there are thirteen chapters and there is one law indicating the revenues for the covering of the expenditures. These fourent budget charged to the account of teen bills are submitted at the same extraordinary expenses, since there are time and also considered. In the course no amounts voted for them in the law of the year various laws are introduced of the year various laws are introduced for the increase or revision of some of the amounts granted in the thirteen

The estimated expenditure is first passed y the House of Representatives, vote by vote, and at the end of the session is finally included in an appropriation bill, ment.

Generally appropriations are considered to in the budget, but that does not prevent

NINETY DIFFERENT STATUTES.

Authority is granted for the expenditure of a thousand million dollars each year without any thought as to where the money is coming from. This is done on the theory that there will be no deficit-Congress has been doing what has been called "surplus financing." While the Constitution makes Congress responsible for money raising, as well as for appropriations, responsibility for borrowing has been shifted to the President by empowering him to procure loans to meet deficits in case a

I do question the practical wisdom of continuing to operate the government under ninety different statutes, passed at ninety different times, which prescribe 200 different forms of preparing and submitting financial data to Congress and the public-data which when prepared have no element of uniformity or standard, and cannot be used to present to officers or to the people an accurate picture of activities pertaining to any one subject for the government as a whole. I do question both the practicability and the fair-mindedness of measures which require heads of bureaus and offices to report what is conceived by them to be their respective needs for the ensuing year. Without adequate provision made for Executive review and revision it is impracticable to expect anything other than grossly inflated estimates. Although by such cursory review as could be given I have succeeded each year in reducing these initial estimates millions of dollars, it is not just to make the President in any but a slight degree responsible for such estimates when required to be submitted to Congress in the manner at present prescribed .- President Taft, in his letter of September 19, to the Secretary of the Treasury.

cen made. Appropriations for con- tions), for the navy and for the Naval

The persent legal directions as to estimates are based on the theory that there is no need to take stock before passing on appropriations; that it is not necessary to consider the revenues or Treasury resources. Congress has directed each executive officer to submit an estimate, through an official messenger without any discretion whatever unless a department head may fail to prepare a request for appropriations in the form prescribed by Congress, in which event the Secretary of the Treasury has imposed upon him the duty to submit an estimate for him.

hlo— Times-Star, Cincinnati. Enquirer, Cincinnati. Commercial Tribune, Cincinnati. Tribune, Bay City. egislative. Executive, and Judicial bill bill), come through the Committee on

Gazette, Little Rock.

Times, Los Angeles. Cali, San Francisco. Examiner, San Francisco. Chronicle, San Francisco. Times, San Jose.

Times, San Jose.
onnecticut—
Courant, Hartford,
Bulletin, Norwich,
American, Waterbury.
listrict of Columbia—
Herald, Washington.
Post, Washington.
Star. Washington.

Star, Washington. Army & Navy Register, Washington.

Journal, Wilmington. Florida— Herald, Miami.

Constitution, Atlanta. Chronicle, Augusta. News, Savannah. linois... llinols—
National Hardware Bulletin, Argos.
Bulletin, Bloomington.
Post, Chicago.
Inter Ocean, Chicago.
Journal, Chicago.
Record-Hernld, Chicago.
Black Diamond, Chicago.
American Lumberman, Chicago.
Herald-Transcript, Peoria.
Indiana—
In

News, Indianapolis. Gazette, Cedar Rapids.

Times-Republican, Marshalltown, Courier-Journal, Louisville. Post. Louisville.

Times-Democrat, New Orleans, Commercial, Bangor,

American, Baltimore, Star, Raitimore.

Massachusetts—
Record, Boston.
Advertiser, Boston.
Transcript, Boston.
Globe, Boston.

Globe, Boston.
Christian Science Monthly, Boston.
Herald, Fnll River.
Times, Gloucester.
Courier-Citizen, Lowell.
Sun, Lowell.

NEWSPAPERS THAT HAVE FAVORABLY REFERRED TO BUDGET PLANS

News-Tribunte, Detroit. Free Press, Detroit. Press, Grand Rapids. Herald, Grand Rapids. Ploneer, Bomidji. News-Tribune, Duluth. Ploneer Press, St. Paul.

Missouri— Journal, Kansas City. News, St. Joseph., Globe-Democrat, St. Louis. Times, St. Louis. Missouri Blatter, St. Louis.

New Hampshire— Mirror and American, Manchester.

Mirror and American, a cw Jersey— News, Newark. Freie Zeitung, Newark. ew York— Eagle, Brooklyn. Commerciai, Buffalo. News, Buffalo. Express, Buffalo.

Tribune, New York.
Wall Street Journal, New York.
Times, New York.
Financial Chronicle, New York.

Financial Chronicie, New York, Bradstreet's, New York, Greater New York, New York, Press, New York, Outlook, New York, National City Bank Circular, N. Y. National City Bank Circular, N. Y.
American Banker, New York.
Journal of Accountancy, New York.
American, New York.
Commercial, New York.
Times, Rochester,
Sentinel, Rome.
Democrat-Chronicle, Rochester.
Coast Express, Rochester.
Saratogian, Saratoga Springs.
Union Star, Schenectady.
Standard, Syracuse,
Herald-Dispatch, Utlea.
Press, Utlea.
Sintesman, Yonkers,
North Carolina—
Observer, Charlotte.
Mill News, Charlotte.

Commercial Tribune, Cincinnati.
Enterprise, Cleveland.
News, Cleveland.
Plain Denier, Cleveland.
Waechter und Anzeiger, Cleveland.
Dispatch, Columbus.
Journal, Columbus.
Journal, Dayton.
News, Dayton.
Republican News, Hamilton.
Herald-Star. Steubenville.
News, Toledo.
Call, Piqua.
Telegram, Youngstown. Journal, Portland. Telegram, Portland. Oregonian, Portland. Oregonian, Portland.

ennsylvania—
Record, Philadelphia.
Free Press, Easton.
Dispatch, Erie.
Public Ledger, Philadelphia.
North American, Philadelphia.
Inquirer, Philadelphia.
Financial Bulietin, Philadelphia.
Financial Bulietin, Philadelphia.
Dispatch, Pittsburg.
Gazette-Times, Pittsburg.
Leader, Pittsburg.
Press, Pittsburg.
Chronicle-Telegraph, Pittsburg.
Record, Ridgeway.
Record, Ridgeway.
Record, Wilkesbarre,
thode Island—

thode Island— Journal, Providence. News and Courier, Charleston, Statesman, Austin. Star-Telegram, Fort Worth, Chroulcle, Houston.

Examiner, Ogden Virginian-Pilot, Norfolk. Post-Intelligencer, Seattle Ledger, Takoma. Union, Walia Walla.

Gazette, Janesville, Eagle-Star, Marinette. Free Press, Milwaukee. UNFAVORABLE MENTION. California-Daily Courier, Petaluma.

IMPERFECT BALANCE SHEET.

The chief difficulty in securing economy and reform is the lack of accurate information as to what the money of the government is now spent for. Take the combined statement of the receipts and disbursements of the government for the fiscal year ended June 30, 1910-a report required by law and the only one purporting to give an analytical separation of the expenditures of the government. This shows that the expenditures for salaries for the year 1910 were 132 millions out of 950 millions. As a matter of fact, the expenditures for personal services during that year were more nearly 400 millions, as we have just learned by the inquiry now in progress under the authority given me by the last Con-

The only balance sheet provided to the administrator or to the legislator as a basis for judgment is one which leaves out of consideration all assets other than cash, and all liabilities other than warrants outstanding, a part of the trust liabilities and the public debt. In the liabilities no mention is made of about \$70,000,000 special and trust funds so held. No mention is made of outstanding contracts and orders issued as incumbrances on appropriations; of invoices which have not been youghered; of vouchers which have not been audited. It is, therefore, impossible for the administrator to have in mind the maturing obligations to meet which cash must be provided. There is no means of determining the relation of current surplus or deficit. No operation account is kept, and no statement of operations is rendered showing the expenses incurred-the actual cost of doing business-on the one side, and the revenues accrued on the other. There are no records showing the cost of land, structures, equipments, or the balance of stores on hand available for future use; there is no information coming regularly to the administrative head of the government or his advisers advising them as to whether sinking fund requirements have been met, or of the condition of trust funds or special funds. - President Taft, in his special message to Congress, March 8, 1911.

Opinions of Leaders in Business World and in Education

All Unite in Stating that a National Budget Is Absolutely Necessary to Added Efficiency in the Nation's Business.

The Commission on Economy and Efficiency recently forwarded its report and the President's message on "The Need for a National Budget" to about one hundred men in business, in law, education, and in accountancy. At the time of going to press several replies had been received. Space permits only a quotation from each. They represent complete unanimity in favor of business methods in financing

Read the opinions of the presidents of leading universities. Note what city comptrollers say: business management in national affairs the unvarying plea.

AN IMPERATIVE NECESSITY.

to the business man, it seems an im perative necessity. Those of us who are working toward more efficient and economical management of private business cannot but be startled by the situation indicated in the President's message on

the need for a National budget. If the executive of a large corporation | wealthiest of nations, there is practiwere to attempt to manage its business plans and policies would lack an essential basis. A sound system of accounting has should receive somewhere careful scrubasis. A sound system of accounting has been proven a necessary foundation for the successful conduct of private busi-

A. W. Shaw, Editor "System," Chicago.

WITHOUT A BUDGET-WASTE. We are the only civilized nation of im-portance that attempts to carry on its expenditures, and opportunity for push-

Arthur T. Hadley, President Yale University.

THE NECESSITY IS AXIOMATIC. Every political party is anxious to make a good record, and the leaders, it seems real business basis. In all our great business concerns the necessity for a budget is axiomatic; nobody questions it. In no other way can wasteful expenditure be terprise is seeking to bring about an adjustment between revenues and disbursements. I cannot believe that a majority sentatives if they were given an opporwhich I know nothing would hesitate for a moment to give their approval of the budgetary proposal of President Taft. Joseph French Johnson,

School of Commerce, Accounts, and Finance, New York University.

CAN BE NO TWO OPINIONS.

lucted with open doors. I shall give publicity and approval to it in "The World's Work" with great pleasure.

Walter H. Page Editor the World's Work.

TRANSCENDS TARIFF REVISION. recommendation as to the establishment of an annual national budget, is the mos public interest. It transcends the revision of the tariff, the control of trusts, and every other great legislative proposal now being urged. It really relates the capacity of the government of the inited States to attend to the nation's business in accordance with the prinperience, and by the example of other

Intil we get a national budget we certainly cannot make wise and economical ally to be raised by taxation of various of

BENEFITS OF NEW SYSTEM. question of budget-making in St. Louis in manner consistent with the plan approved by President Taft's commission. tion not unlike that in other cities. Our financial organization and procedure has grown up without reference to any definite plan, and while the Comptroller has been charged with the presentation of the service. estimates to the municipal assembly, un-

from departments uniform estimates set-ting forth their needs in definite terms and supported with statements showing

have been able to make ample provisions for maintenance and operation, and despite the great growth of activity in several of the departments the rate of increase of expenditure for current purposes has fallen off. We have continued each year to make large outlays for capital purposes of current income instead of bond proceeds. The tax rate for municipal purposes has been recovered and therefore, admitting of no intelligent summary; supported only by such facts as increase of have been able to make ample provisions for which the administration is willing to accept complete responsibility.

(2) An aggregation of unrelated financial requests based upon the opinions of officers whose range of interest and judgment is inevitably limited by their special fields of service, isolated by reason of haphazard classification of items and therefore, admitting of no intelligent summary; supported only by such facts as rate for municipal purposes has been mary; supported only by such facts as reduced more than 10 per cent. This has individual officers may regard as favorbeen accomplished without interfering able to their specific interests, and sub-

with operative officials, and in 1910-1911 every department closed the fiscal year

B. J. Tanssig. Comptroller, St. Louis, Mo.

THE MOST RATIONAL THING. The budget plan submitted in the resident's message on June 27, 1912, sems to me the most rational thing I ave seen with regard to our national nances for many years. Of course, the ibmission of such a scheme to each engress would be simply in the nature of providing information and the nature. of providing information and recommen-dations for Congressional action. The House, in planning its various appropria-tion bills, would not necessarily be bound y such recommendations. I am unable o see why the national finances should ot be administered on as rational and usinesslike a basis as that of any great

President University of Chicago.

FAR-REACHING REFORM.

importance of this (the establishme national budget). As matters are in this ecomony can be made to bear on Conshould be made very difficult for items to be voted for in iregular ways after their

David Starr Jordan,
President Leland Stanford Junior
University, California. THE WAY TO HIGHER EFFICIENCY.

In this progressive age, and with the the highest standard possible in govern throughout the United States, it is possible to cosceive how aynthing but great good can result from efforts that nancial condition and operative results The budget as contained in President Tait's recent message to Congress is pe-culiarly adapted to the presentation of every kind of expenditure so classifie people of the country an untold wealth of information upon the finances of public affairs not previously available to them. dent's Commission of Economy and Effi-ciency is of great vlaue to the country, not only in its direct influence upon the business of the national government, but also in its indirect value to all State, county, and municipal governments, in pointing the way to higher efficiency in their manifold operations, and finally in the salutary effect that economy and ness and social life of the nation

City Comptroller, Philadelphia, Pa. PREVENTS HELTER-SKELTER

unicipal governments throughout the nion. The Federal government, with a concentration of executive power. ught to be a model in the conduct of he national finances; the thing that nost prevents is the slipshod, helter-kelter methods of providing for the ex-Albert Bushnell Hart.

Professor of Government, Har-vard University.

THE ONLY WAY.

The only way in which proper admin-strative control of finances can be exersed is through the presentation of the ssential information in the form of a udget. This is not only a way in which uch information should be embodied, but t is, in my opinion, the only way, and, orma budget submitted by the commis ion. I have no hesitation in saying that such a budget would embrace all the necessary information which might be required for intelligent action

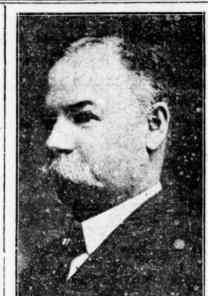
Edward L. Suffern,
Suffern & Son, Certified Public
Accountants, New York City.

TO REDUCE THE WASTE.

Any one who is at all acquainted with he appropriation and expenditure of public moneys, either national, State, or municipal, and who is really desirous budget plan as proposed by your com-mission. It is one of the fundamental steps in the effort to reduce the waste is far too prevalent in the Federal

THE ALTERNATIVES.

The alternatives before the country are:
(1) A financial programme based upon the purpose and the urgency of each im-portant item. evidence of past accomplishment, pres-ent condition, and future needs; properly analyzed, classified, and summarized by ready apparent. We have kept within our income. Notwithstanding the general increase in the level of prices we by the President as a definite proposal



Councilor,

Representing the Southern Hardway Jobbers' Association in the Cham-ber of Commerce of the United States of America.

Donnan has been identified with the hardware trade since b hood. Entering the employ of the W. S. Donnan Hardware Company in 1872, he rose to be the vice president of his company, a posi-tion which he still holds. His firm was one of the early members of the Southern Hardware Jobbers' Association, of which association Mr. Donnan has twice been second vice president, twice first vice president, once president, and is now entering upon his fifth sucessive term as secretary-treas-

he administration as a whole assumes o responsibility. Between two such alternatives, it is possible ifficult to see how there can be any When

Jesse D. Burke, Director Bureau of Municipal Research, Philadelphia, Pa. SHOULD UTILIZE BUSINESS EXPERIENCE.

Congress, by the force of circumstances, has become responsible for the planning and operating of the greatest business organization on this continent, the finan cial operations of which involve more tant part of its work, the business af fairs of the nation, it is manifestly de has proved by experience to be sound

Henry R. Towne,
President the Yale & Towne Mg.
Co. and Merchants' Association,
New York.

METHODS EXTREMELY UNSATIS-FACTORY.

If we are ever to get thorough respon rnment, we must adopt, as nearly every ther civilized government has already dopted, some form of the budget sys-

The methods which Congress has thus ar adopted to secure the proper distribu ion of Federal revenues among the vari ing a balance between income and ex penditure are extremely unsatisfactory and no country could have stood the loss occasion by such a method of doing busiless except one like our own, which is a confidence of enormously rich that it may waste imnense funds without seriously impairing

oudgetary estimates of income and ex-penditure, and a corresponding system government bookkeeping

The function of a legislative body in The plan for the budget, to which President Taft has given the weight of his approval and support, is clearly in the direction of sound finance and enthe direction of a legislation making up the budget is primarily that of criticism and control. It is impossithe House of Representatives, or three figure in Washington are not only wasteful hundred and eighty-three members should give the amount of time and attention nunicipal governments throughout the thing else.

Edmund J. James President University of Illinois. MAKE AN EFFICIENT DEMOCRACY. This is all a part of the great conflic between democracy and efficiency which we have entered-a conflict will never come to an end, until we learn from it to make an efficient democracy.

The President's letter seems to me to

strike the right note. It emphasizes the conviction which I have held for some time past, that his contribution to the improvement of the business methods of our government will stand among the Elmer Ellsworth Brown, Chancellor New York University. ABSURDITY WITHOUT A BUDGET.

During many years in which I taught lasses in public finance. I never failed to not argue for this any more than he can commend daylight and sunshine. I never failed to condemn the absurdity municipal, and who is really desirous of of nine House Committees of Expendi-securing economical and efficient government, cannot consistently oppose the such as other national legislatures em-

William W. Folwell, University of Minnesota. NO SERIOUS QUESTION OF SAVING. I do not think there can be any differnce of opinion on the desirability of a budget plan among those who have taken the time to give consideration to this ubject. There can be no serious question that enormous savings can be made in the cost of operating the national gov-

administration can be improved at the My experience with the segregated budago while I was chairman of the Comssion on City Expenditures, showed to great practical value of such a plan. In actual administration also the tangi

C. E. Merriam, Department of Political Science, University of Chicago, IN FAVOR OF BUDGET. am in favor af a national budget. Carter H. Harrison, Mayor of Chicago, Ill. Analysis of Report On National Budget and Its Advantages

The answer to both these questons

As governmental functions became

cultural year book was attended to by

country began, each department became

without their stopping to consider

whether any similar functions or duties

Owing also to the error in the pub-

district to get as much as possible for

time been any compelling demand that Congress as a whole should address it-

usiness irrespective of Congressiona

ublic has unconsciously been prevent-

ng the straightening out of the confu

ion: Congressmen have been too much

ccupied with local affairs to consider

method for setting forth the details

themselves have been run by human

heads who in their various places mag-

nified their own tasks and therefore

appropriations for those things which

We are all to blame-yet none of us

to blame. When, however, the Presi-

dent's budget is put forth light will be shed on the complications of to-day,

hundred rules and regulations relative

to appropriations. From that moment

work and expenditures are desired

WILLIAM MORTIMER DAVIS.

Representing the Rahway Board of

Trade in the Chamber of Com-

merce of the United States

of America.

Y., and was educated in the

schools of that city and of Schenec-

tady. After serving his apprentice-

ship in the drug business in Troy,

he removed to Brooklyn, where he

engaged in the retail drug busi-

ness, becoming proprietor of several drug stores. He was a member of the Board of Education of

Brooklyn for several terms. For several years he was the president of the Board of Pharmacy and

the examiner in materia medica. For two terms he was president of the Kings County Pharmaceu-

tical Society, and was vice president of the Brooklyn College of Pharmacy. In 1895 Mr. Davis re-

moved to East Orange, N. J., as manager of large pharmaceutical laboratories located at that place.

He was a member of the Board

of Education of East Orange, and

lege of Pharmacy. In 1905 and 1906 Mr. Davis was president of the

New Jersey State Pharmaceutical Association. Later Mr. Davis es-tablished the Southern Aseptic

Laboratories at Columbia, S. C., but returned to Rahway, where he is now engaged in the retail drug business. Mr. Davis is an active Mason. He is past commander of Knights Templar, past high priest of Royal Arch Masons.

a member of the New Jersey, York, and South Carolina

Pharmaceutical Associa-

high priest of Royal Arch Ma

a trustee of the New Jersey

terested them most.

government, and the department

or State lines. In other words, the

Also, when the rapid growth of the

would take place.

bilities, and reserves. A close scrutiny ments of responsibilities arise? of this budget statement will show that there have not hitherto been regular is one. Our government did not start reports of either cash, or reserves as a completed whole. It started with against cash, or cash available for simple means for meeting simple problems. It was related to a small terrimeeting general fund liabilities, or tory largely agricultural and was not amounts payable by the government or originally designed with clear thought entire cash available for general fund of the tremendous development that purposes, or amounts due to the government, or current surplus or deficit. In other words, the very facts which more intricate, the endeavor was made every business man must have before to attach these to offices already evolved; for instance, up to within him relative to business affairs have comparatively a few years the work been lacking in the presentation of the now done by the Department of Agrifinancial aspects of the United States. | culture in the preparation of the agri-Not only has the government never the Patent Office had a budget, it has never had a balance sheet, it has never had an operation account, it has never known how more and more highly organized by those interested in its development, it stood financially, it has never had any means for reviewing its contracting and purchasing relations, it has were being performed by any other denever had the information necessary partment or departments. for considering questions of economy lic mind which regards a Congress and efficiency in service rendered. As as if he were the special attorney of a safeguard against ignorance and official irresponsibility the service has that district, there has never up to this nitted as detached memoranda for which been bound up in a mass of red tape that makes efficient management im-

When we consider that the government is engaged in practically every kind of undertaking known to private concerns and on a scale that puts executive judgment to the severest test, then a form of budget that will provide a picture of these intricate tasks and relationships is to be desired. Probably no portion of the budget will naturally strove to secure the fulles

arouse more interest than the summary of expenditures, classified by functions or activities. As related to the character sirable that Congress should utilize the of the organization provided, the analysis facilities and methods which modern of the amount expended for the year 1911, susiness experience has developed and exclusive of special and trust funds (8902. exclusive of special and trust funds (\$902,-009.656.70), appears in the proposed budget ummary as follows: eneral functions.

of enlightenment forward it will become the business of the nation to ininclude 280,148.45 as a part of this responsibility they 5,225,423.51 will be required to advise Congress 2,970,516.19 each year what work they think ought stration of the national finances.. 42,275,303.61 to be undertaken, what is the estimated

The expenditures for "military" and "civic functions," when grouped in such manner as to relate them to general welfare or to questions of "conservation," as they are now being discussed, are as fol- his Cabinet, but that they shall stand

by themselves as separate measures, for which individual Congressmen or .. \$115,959,533.64 otection of persons and property. \$3,362,541.2 gulation of commerce and industry 2,320,843.9 gulation of immigration and naturalization 3,181,771.8

3.181.771.8 Expenditures for the conservation of national re-Promotion of agriculture, forestry, fisheries, &c....rometion of commerce, banking, manufacturing, and mining...... 8,572,494.0 Premotion of transportation, com-munication other than postal

Postal service.

Care, utilization, and distribution of public domain. 9,459,947,8 Weather Service, Topographic and Geological Surveys..... 2,402,400,8

The conservation of the individual— Promotion of the welfare of laboring classes
Premotion and protection of public Care and education of dependent, 1,716,167.2 12,875,750.1

12,189,455.5 recreation Local government (co-operation with other political groups for general wel-fare purposes)....

The character of governmental ma chinery which has been provided for donotable achievements of his ad- ing this work is shown by reference to the supporting details. For example, it is found that the details of work having to do with the "protection of persons and property" and the "maintenance of order" are performed by the Departments of State, Treasury, Interior, and Agricul-Whether expenditures are for war or peace, it is the part of wisdom to sit peace, it is the part of wisdom to sit of the forestry, fisheries, and the protection of game" are handled by the Departments of the forestry of th Navy, and Commerce and Labor; that the details of work having to do with the promotion of commerce, banking, man ufacturing, and mining" are handled by the Departments of Commerce and La bor, State, Agriculture, Treasury, and Interior, and are effected by practically very appropriation bill made by Con ress; that the details of work relating "promotion of transportation and com unication other than postal service" are ommerce and Labor, State, Navy, Treas ry, and the Post-office. It is also found year 1911 \$77,131,664.49 was spent for the "promotion of navigation," whereas only \$120,856.56 was spent for the "promotion of good roads:" that the details having to de with the "premotion and protection o public health" are handled by the De partments of State, Treasury, Agricul-cure, and Interior, besides the work which s incidentally performed by the Depart nents of War and Navy; that the details aving to do with the "care and educaion of the dependent, defective, and de linquent" are performed by the Depart-ments of Interior, Treasury, State, Jus-

> Two questions will naturally arise in the public mind relative to the intrifirst, why are they so intricate; second,

The Reclamation Service will hold an auction sale of town lots in the government town site of Wyo., on December 2 1912, and will sell to the highest bidder about fourteen blocks of business, residence, and acre Powell, Wyo., is centrally lo-

LANDS FOR SALE.

PUBLICITY MEN

SELECT BALTIMORE

Associated Advertising Clubs of

America Meet There

Next June.

The ninth annual convention of the Associated Advertising Clubs of America will be held in Baltimore June 8

The Associated Advertising Clubs of

America is composed of more than 200

izations in the United States and Can

ada and England. The German Asso.

ciation of Publicity Specialists has ar-

ranged to send a special commission to study American methods of advertising

and get in touch with representative

By this association advertising in its

broad sense is construed to mean not

payment simply by the merchant for so

advancement of civilization through

closer social and commercial relations

locally; between the people of differ-

ent sections of a country, and between

One of the most interesting features

f this convention will be the interna-

tional exhibit of advertising, covering

pward of 32,000 square feet of wa

pace, with a corresponding amount

floor space. Included in this exhibit will be displays of advertising as em-

loyed by business concerns of the va

e shown not less than three nationa

campaigns of advertisers of the United

States, exemplifying their various forms of publicity. The exhibit wi

line both sides of the great Fifth Regi

ment Armory, in which the convention will be held. Space in this exhibit will

ing will be made from the best offered

for the different classes of display, and

will be chosen for their educations

value only. The programme in detail

for the convention will have been for mulated about the middle of January

On the programme of speakers w

e the keenest minded advertising spe-ialists in the United States, and the

he most advanced men in the field of dyertising in the world.

The convention will be attended by

elegates from every State, from Can-

ada, England, Germany, and France, from countries of continental Europe,

and from countries of Latin America

It is estimated that the attendance will

argest and most important convoca-

tion in the history of advertising ever

meeting has been extended by the De-

partment of State, through its consu-

lar officers, to advertising clubs, com-

mercial bodies newspaper agencies, and

world, and directly by the committee

orrespondence with all these bodies

Washington and Richmond are mak-

ing arrangements to entertain the dele-

of revenue and expenditure by the vari

ous departments of the State and for their submission to the ministry of finance by the 15th of December of each

year. These reports are discussed by

mitted to the King. Revenue measures

and concerns in all countries.

gates and visitors one day each.

held. A special invitation to attend

approximate 10,000.

scussions will be participated

us nations of the world. There wi

much space in a newspaper, but kind of publicity that makes for

the peoples of different countries.

ttending from other nations

affiliated and related local club org

Ind

project, on the line of the Chicago, Burlington and Quincy Railway. It is advantageously situated, and in the near future will be connected with the new line from Seattle to Galveston Surrounding the town are 30,000 acres of fertile land, now occupied and in cultivation by the new settlers on this project. Approximately 50,000 acres additional will be irrigated in the near future, insuring a permanent trade for the stores and professional people. Good openings will be found here for many lines of business. Both the town and country are growing rapidly. A very large crop was handled this year, and the farmers are more prosperous than ever before.

Among the lots to be sold are a number of acre plots which The growing demand for these lots on all government town sites is evidence of the fact that a family can easily be supported from the crops grown on an acre or two of land if properly

These lots may be purchased on easy terms and long time, and the prices are very low. Particulars may be obtained by addressing the Project Engineer, Powell, Wyo.

Budget Methods Used By Foreign Countries In National Finance

Continued from Page One.

supplementary and complementary appropriations from being voted at different

Appropriations are considered at one

and items be provided for in independent Panama. The budget of expenditures shall consist of the totality of the expenditures provided for and sanctioned by the na-

ist that the President and his Cabine donal assembly of the Republic. Ex-penditures can also be allowed by means shall assume responsibility for the duties with which they are charged; that bills presented by the respective secretaries, which can be included in or excluded temporarily from the general state-ment of the budget which is made in the epartment of finance and treasury. Paraguay. cost of doing it, and how funds may

be provided for financing the proposed Appropriations are made in independ expenditures; that if any additional nses and certain annually recurrent ex-Congress, these shall not be included in appropriation bills based on the ses, which are provided for in an an-Portugal. submitted by the President and

All ordinary appropriation bills are a part of the budget and are considered at the same time, but in case of emergency the entire Congress are willing to be presented at any time to Congress by the held responsible.

The budget is considered at one time, t credits to be covered by extraor-

sidered at any time

The law directs that all expenses must be appropriated in the budget; except in case the allowance for contingent expenses of a ministry has become exgrant the reasonable increase in the allowance which may be exhausted, being under obligation to give second. of such increase to the national assembly in its next session. the budget, may become necessary, then

Santo Domingo The partial budgets form a single law a supplementary credit, or new credits that is examined, article by article, in

Servin. Generally all appropriations are contained in the annual budget and are considered at one time by Parliament, and appropriations for annual expendicular ture are included in one act. Loan exmade when a loan has been contracted, the proceeds of which are to be applied annual appropriation in the same way the proceeds of which are to be applied to a specific purpose, and supplementary credits may be voted to supply deficits arising during the year for which the budget was adopted or for exliamentary appropriation for loan extraordinary (unforeseen) expenses.

The budgetary system of Siam provides All appropriations are considered at one time as a budget.

are not passed as a part of the budget but are separately considered All appropriations are considered at Switzerland. First the budget is prepared and apbudget are shown to be insufficient or as new expenditures, not mentioned in

propriations is requested 'n the form

Union of South Africa The main appropriation for the year is considered at one time by Parliament

Venezuela.

THE DAILY NEWSPAPER.

world's news published to-day. Contrast the crude foot and hand power makeshifts of "ye olden time" with the masterpiece of mechanical genius that from a web of paper can, in one hour, print. fold, cut, and deliver hunareds of thousands of perfected broadsheets. Contrast the "Stage Coach Era" of news transmission with the electrified news-carrier of to-day, that traverses the earth with its wires, and transmits the report of passing events almost instantaneously. Yet the greatest marvel of the present newspaper age is the organizing skill which collects this information by conversation, post or telegraph from all over the world, and then distributes these communications in printed copies regularly every day, sifted, arranged, and commented upon, in the course of a few hours.

appreciation of the duty its publishers owe to the public, and a superior conception of what is due to themselves. There is, of course, a small contingent of reckless journalists-there is a black sheep in every flock -but this only serves by contrast to heighten the value of clean, honorable, and dignified work. The passions of the ignorant, weak, idle, and dissolute are easily aroused, and the sensational writer may sometimes gloat on the evil he has produced. I cannot, however, believe that the most debased writer does not feel in his heart that he is doing grave injustice to the people and to his own conscience. No writer for the multitude should lightly discuss vital questions, should by a stroke of the pen set class against class, and engender hatred, or should be able to set down in cold print any word calculated to degrade or mislead. To the credit of American journalism be it said the great body of newspaper writers are inspired by feelings of responsibility, by a sense of duty to the public they serve, and by respect for themselves and their noble

oughly in every hamlet, town, village, city, and section of this country It is the only medium that every intelligent person looks to regularly for the news of the day, the happenings of the world. It is the only medium that greets a man at his breakfast table, meets him at lunch, and accompanies him home at night. It grips the schoolboy by the hand and takes him into the realm of the great National League pennant race; it beckons the father to his big easy chair and recites the campaign speeches of prospective Presidents; it sits over on the settee with sister and tells her how every one was dressed at the cotilion last night; it bids mother forget the worries of the day and review the latest dress crea-

tions from abroad. It is the family friend. It is the family habit.

It is your habit, my habit, everybody's habit—the national habit. before the Washington (D. C.) Ad Club, October 23, 1912.

Contrast the sheet of paper-hand set, printed and distributed at short intervals-of two centuries ago with the complete review of the THE PUBLISHERS' DUTIES. The extended influence of the newspaper has brought with it a finer

profession.

THE NATIONAL HABIT.

The newspaper is * * * the only medium that is circulated thor-

Multiply yourself by several millions, then you can begin to comprehend the importance, extent, scope, and magnitude of the American daily newspaper .- Louis Wiley, President of the Daily Newspaper Club, New York,

THE FIRST REFERENDUM. The first referendum of the Chamber of Commerce of the United States of America is now in preparation, and will be mailed to the organizations affiliated with the National Chamber within a few days. The subject is the National Budget. In dealing with a matter of such broad scope, the Board of Directors have decided that the referendum should not be confined to business organizations already affiliated with the Chamber, but that this opportunity to express the business opinion of the coun-

try upon a question of national importance should be extended to all important commercial associations in every State of the Union and the insular possessions. It will, therefore, be sent to a list of about 2,500 organizations. The votes must be received within forty-five days from the date of issuance.

Borland S. 318 create tem; seven the est highwa ington. respect Falls, Francis Austin, for whitestimat

known berland Mr. Pc Mr. Pc H. I ocean-ttrails of inuous the cit St. Loo there it through Diego, other Kans., pia, V through scribed shall r buildin.

DEFI

Road Legislation in Present Congress

Indicating that the Campaign for National Aid Is Not Yet Co-ordinated with the Efforts of States.

"Local support for the good roads movement should be kept

"Whatever policy may ultimately be adopted by the Federal government I believe it would be a serious mistake for any community to adopt a do-nothing policy in the hope that, at some time in the future, the improvement of its roads may be undertaken by the Federal government sione." W. W. FINLEY. President of the Southern Railway, at the American Road Congress, Atlantic City, October 2.

OFFERING FEDERAL AID.

S. 1891-To provide for the construc

GRANTING PUBLIC LANDS.

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H. R. 23826—Declaring all highways in out the country.—Mr. Cullom. the several States used for the purpose of transporting rural mail to be post roads, and authorizing the improvement

of same.—Mr. Sims.

H. R. 23718—To provide for the survey of a highway from New Orleans to the Canadian border.—Mr. Hobson.

H. R. 10012—To provide for a highway round of the Linited States.—Mr. Hobsis is the L H. R. 10012-To provide for a highway survey of the United States.-Mr. Hob-

H. R. 1465—To appropriate five hundred thousand dollars for the purpose of carrying on demonstration work on public roads in the United States.—Mr. Heflin.
H. R. 18861—Increasing the appropriations to the State agriculture colleges and authorizing the expenditures thereof for maintaining departments of highways, drainage, and irrigation in such colleges and for other purposes.—Mr. Brantley.

DISTRIBUTING NATIONAL SUR-

DISTRIBUTING NATIONAL SUR-

PLUS.

H. R. 62—To distribute the surplus in the Treasury of the United States to the several States. Territories, and the District of Columbia for the sole purpose of improving the roads therein.—Mr. Flood.

H. R. 4714—To distribute the surplus in the Treasury of the United States to the several States, Territories, and the District of Columbia, for the sole purpose of improving the roads therein.—Mr.

H. R. 10010—To provide for the construction, maintenance, and improvement of post roads and rural delivery routes through the co-operation and joint action of the national government and the several States, Territories, and the District of Columbia, for the sole purpose of improving the roads therein.—Mr. trict of Columbia, for the sole purpose of improving the roads therein.—Mr.

Mr. Hobson.

H. R. 8667—To provide for the construction maintenance, and improvement of post roads and rural delivery routes through the co-operation and joint action of the national government and the several States in which such post roads or rural delivery routes may be established.

Mr. Austin.

H. B. 1897—To provide Federal aid for H. R. 16283-To distribute the surplus in the Treasury of the United States to the veral States, Territories, and the District of Columbia for the purpose of im-proving the roads therein.—Mr. Candler. asting, and uniform system of imnent of public highways and post
and providing how the State and
may act in conjunction and by

H. R. 10001-10 provide Federal aid for
the construction of post roads and making an appropriation therefor, and the
licensing of automobiles used in interstate travel.—Mr. Prouty.

H. R. 10001-10 provide Federal aid for
the construction of post roads and making an appropriation therefor, and the
licensing of automobiles used in interstate travel.—Mr. Prouty. nent, lasting, and uniform system of improvement of public highways and post roads, and providing how the State and nation may act in conjunction and by mutual contribution bring about the desired end and distribute the surplus in the Treasury pro rata each year among the States for that purpose.—Mr. Ferris.

H. R. 2583—To distribute the surplus in the Treasury of the United States to the several States. Territories and the District of Columbia for the sole purpose of improving the roads therein.—Mr. 15472—A bill providing for the appropriation of money for the construction

several States in which such post roads or rural delivery routes may be established.—Mr. Oldfield.

H. R. 18491—To provide for the co-operation and joint action of the national government and the several States in the construction, maintenance, and improvement of post roads and rural delivery routes.—Mr. McGuire. H. R. 16798—To create a national post oads commission to define its powers, and to fix its duties.—Mr. McKellar. H. R. 13798—To establish a Federal highways commission.—Mr. Linthicum.
H. R. 262—Joint resolution creating a committee of Congress to investigate the building of post roads in the United States.—Mr. Underwood.

H. R. 17928—To promote the harmonious to-ordinated development of the high-ways of the United States, with a minimum of waste, through the creation of the General Highway Board and of the General Highway Foundation.—Mr. Hob-to-

H. R. 7290—To establish a national highway from Washington, D. C., by way for Mount Vernon, to Fredericksburg, Va., to be known as the Mother Washington Memorial Highway, in memory and sonor of the mother of the Father of His Country.—Mr. Jones.

S. 6271—Authorizing the construction of a national highway from the Canadian border line immediately south of Winning, Canada, through the States of North Dakota. Nebraska, Kanasa, and Oklahoma, to Galveston, Tex.—Mr. Owen.

H. R. 17931—To provide for the reconstruction and maintenance of the old national road leading from Cumberland, Md. to St. Louis, Mo., and to extend the Md., to St. Louis, Mo., and the Md.

H. R. 9054—Making an appropriation for ebuilding the old Wilderness road, to be known as "The Boone Way," from Cum-perland Gap, Tenn., to Boonesboro, Ky.—

PROCLAMATION DEFINING PANAMA CANAL TOLLS

By the President of the United States of America.

Secretary of State.

A PROCLAMATION.

I, WILLIAM HOWARD TAFT, President of the United States of America, by virtue of the power and authority vested in me by the Act of Congress, approved August twenty-fourth, nineteen hundred and twelve, to provide for the opening, maintenance, protection, and operation of the Panama Canal and the sanitation and government of the Canal Zone, do hereby prescribe and proclaim the following rates of toll to be paid by vessels using the Panama Canal:

1. On merchant vessels carrying passengers or cargo, one dollar and twenty cents (\$1.20) per net vessel ton-each one hundred (100) cubic feet-of actual earning capacity. 2. On vessels in ballast without passengers or cargo, forty (40) per cent less than the

rate of tolls for vessels with passengers or cargo. 3. Upon naval vessels, other than transports, colliers, hospital ships and supply ships, fifty (50) cents per displacement ton.

4. Upon army and navy transports, colliers, hospital ships, and supply ships, one dollar and twenty cents (\$1.20) per net ton, the vessels to be measured by the same rules as are employed in determining the net tonnage of merchant vessels.

The Secretary of War will prepare and prescribe such rules for the measurement of vessels and such regulations as may be necessary and proper to carry this proclamation into full force and effect. In witness whereof I have hereunto set my hand and caused the seal of the United States to be

By the President:
P. C. KNOX,

Done at the City of Washington this thirteenth day of November, in the year of our Lord one thousand nine hundred and twelve, and of the In-dependence of the United States the one hundred and thirty-seventh.

WILLIAM H. TAFT.

The above proclamation is based upon the researches and recommendations of Prof. Emory R. Johnson, two of whose reports were defined in The Nation's Business of October 21.

Chapter XII of the report handed to the President has the following caption: Panama Tolls I-Principles and considerations that should control in fixing tolls. The chapter ends with a summary, which is here included in full. It must be borne in mind, however, that the report was handed in August 7, and therefore preceded the Panama Canal Act of August 24, 1912.

1. In managing the Panama Canal and in fixing tolls, the usefulness of the waterway to commerce and industry should be given first consideration. The policy as regards tolls and revenue should not be allowed to limit the traffic (b) Such subsidies as are given the various that the various the various the various that the various that

use the waterway may justly be required an ineffective subsidy that might invite to make some compensation for the benefits received. Tolls, not unduly restricting the commercial usefulness of the waterway, may be levied that will yield revenue enough to meet operation, maintrease and early restrictions are compensation for the benefit of the castwise ships to enable the canal (a) to divert from the Straits of Magellan all the traffic of the Pacific coast of South America, (b) to prevent the use of the Cape of Good revenue enough to meet operation, maintrease and early restrictions are compensation for the benefit of the coastwise to make some compensation for the benefit of the castwise to enable the canal (a) to divert from the Straits of Magellan all the traffic of the Pacific coast of South America, (b) to prevent the use of the Cape of Good revenue enough to meet operation, mainand interest charges. H. R. 16097-To provide Federal aid for

2. The Panama Canal should be made commercially self-supporting. Tolls based trade; but the remission or repayment to

tenance, sanitation, government, annuity, and interest charges.

(The following was written prior to the control of the steamship lines nor the control of the contro Panama Canal act, freeing coastwise shipping from tolls.—Ed.)

3. The same rate of toll should be charged upon American as upon foreign vessels, because—

rates of the steams planes for the three steams from the United States and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States are charged upon and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States are charged upon and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States are charged on the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States are charged upon and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Suez Canal for eastern seaboard of the United States are charged upon and the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Orient east of Singapore, and coastwise shipping than they will be if (d) to compete with the Orient east of Singapore, and coastwise shipping than th

Chapter XIII has the following caption: Panama Tolls II-Rates of Toll-Gross and Net Rev-Each rate is explained and reasons given for its suggestion. As having immediate interest for can-made trucks is greater than that of English or French, and the the business forces of the nation there is here included the major portion of the reasons for recommend-Russian government is considering the very full equipment of its ing tolls of \$1.20 per net ton upon loaded merchant vessels.

ARIOUS COMMISSIONS FAVORED,
S. 22—Creating a national road commission and prescribing its powers and
duties; also creating a system of naduties; also creating a system of nadutie

and territories and the District of Columbia for the sole purpose of improving the roads therein.—Mr. Rubey.

H. R. 12525—To distribute the surplus in the Treasury of the United States to the proving the roads therein.—Mr. Neeley.

H. R. 12525—To construct and improve several States, Territories, and the District of Columbia for the sole purpose of improving the roads therein.—Mr. Neeley.

H. R. 12525—To distribute the surplus in the Treasury of the United States to the States to the Treasury of the United States to the States to the States to the United States to the States to the States to the merchant vessels and a reduction of 40 would have to be made so low as to reper cent from the standard rate in the case of vessels in ballast will place the canal. Neither traffic considerations nor net ton. Moreover, the profitable trade

eastern seaboard of the United States tion between the two seaboards of the and of the Atlantic-North Sea ports of United States will be reduced several times the amount of the toll; and, for traffic having been about 70 per cent durfoom. pore. For voyages between the eastern the commerce of the eastern seaboard ing the past ten years, although the tolls of the United States and the Orient, will readily secure the traffic.

It is not to be expected that much of the commerce of Europe with the Pacific gellan route, between our eastern seaseaboard of Asia can be diverted to board and New Zealand will be such as years of traffic development

Chapter XIII also elaborates (1) The reasons for estimating the volume of tonnage to use the Canal; (2) The revenue that may be expected from such tonnage; (3) the expenses of operation, and sand. the interest-bearing possibilities in the estimated income. The conclusions of these three lines of argument are here included:

The shipping using the Panama Canal States, and from foreign shipping are may be subdivided into three classes— stated in the following table:

Average per annum during 1915

States, American shipping employed in States, and from foreign shipping are 000,000 paid the French Canal Company and the \$10,000,000 given the Republic of Panama for the canal concession. The cost of the construction work, which is now within H. R. 23411-Granting public lands to the State of New Mexico for the con-struction and maintenance of public roads and bridges in the State of New may be subdivided into three classes- stated in the following table: that engaged in the coastwise commerce between the two seaboards of the United States, American shipping employed in carrying the foreign commerce of the Mexico.—Mr. Ferguson.
H. R. 23350—Granting public lands to
the State of New Mexico for the construction of public roads and bridges.— United States, and foreign shipping car-Son.

DEFINING CERTAIN HIGHWAYS.

H. R. 26082—Establishing the Lincoln Memorial Highway from Boston, Mass. to San Francisco, Cal.

H. R. 23045—Empowering commission to secure plans and designs for a memorial highway in memory of Abraham Lincoln from the city of Washington to the battlefield of Gettsburg, in the State of Pennsylvania,—Mr. Borland.

H. R. 2314—Granting public lands to the building and maintenance of public schools.—Mr. Mondell.

H. R. 23245—Empowering commission to secure plans and designs for a memorial highway in memeory of Abraham Lincoln from the city of Washington to the battlefield of Gettsburg, in the State of California for the construction of public lands to the battlefield of Gettsburg, in the State of California for the construction of public roads and bridges.—Mr. Agrage per annum during 1925:

Aretection of public roads and bridges.—Mr. with the states, and foreign countries. The following table states, the probable volume of each of these three classes of shipping the first two years of the operation of the state of New Mexico.—Mr. Ferguson.

H. R. 23445—Empowering commission to state of New Mexico for the construction and maintenance of public roads and bridges.—Mr. Mexico.—Mr. Ferguson.

H. R. 23445—Empowering commission to the State of New Mexico for the construction and maintenance of public lands to the first two years of the canal, during 1920 and during 1925:

Aretege States and foreign countries. The following table states, the probable volume of each of these three classes of shipping carrying the States, and foreign countries. ble states the probable volume of each Foreign shipping car-

shipping merican shipping carrying foreign com-merce of the United United States

per annum during 1915 and 1916, 1920. 1925. one year of practical completion, has been kept within the estimates, and unless un-foreseen contingencies occur the canal, rying foreign com-merce of the United when finished, will have required an outlay of \$375,000,000 on the part of the United States government. The interest on this sum at 3 per cent per annum will amount tying commerce of the United States to \$11,250,000. The canal concession treaty between Panama and the United States and foreign countries, 10,536,000 13,224,000 16,620,000 Total \$12.600,000 \$16.012.800 \$20,400,000 requires the United States, beginning in 1913, to pay \$250,000 annually to Panama. Note.—As coastwise shipping will bear no tolls, the above estimates are subject to corresponding reductions.—Ed. Thus the total annual expenses for the operation and maintenance of the canal the government and sanitation of zone, for the annuity to Panama, and for

Canal Commission that the annual ex- \$15,500,000. penses for the operation and mainte-rance of the Panama Canal during the early years of its operation will amount to \$3,500,000, and that \$500,000 per annum the United States and foreign countries. 8,789,000 11,020,000 13,850,000 will cover the annual outlay for sanita-in the State of Wyoming.—Mr. Warren.

S. 784—To appropriate a portion of the proceeds arising from the sale of public lands in Oklahoma for the construction of public highways and for other purposes.—Mr. Gore.

S. 785—To grant grazing lands to certain States for construction and maintenance of public roads.—Mr. Warren.

S. 7852—To grant grazing lands to certain States for construction and maintenance of public roads.—Mr. Warren.

S. 7852—To grant grazing lands to certain States for construction and maintenance of public roads.—Mr. Warren.

S. 7852—To grant grazing lands to certain States for construction and maintenance of the canal and the sanipated that the sanipated

It has been estimated by the Isthmian

the interest on the investment will be

SERIOUS CRITICISM.

BY LOGAN WALLER PAGE, DIRECTOR, OFFICE OF PUBLIC ROADS.

The extensive automobile traffic during the last few years has served to call forecful attention to the need of maintenance of our roads, whatever may be the form of construction. But even the States which have learned the need of adequate maintenance have done so only at considerable cost. The smaller civil divisions, such as counties or districts, however, still continue as grave offenders in this matter. The number of counties which are still issuing bonds or levying taxes to build new roads, without any provisions whatever for maintenance, is really astonishing.

Not only do they make no provision for maintenance, but they add

insult to injury by building the roads with money raised from the issue of bonds which in many instances run for a period more than twice the probable life of the road. To issue fifty-year bonds, payable only at maturity, in order to raise money to build a type of road which cannot in the nature of things last over twenty-five years, is unjust to posterity, to say the least. The term of the bond should never exceed the probable life of the road unless in such exceptional cases as where there is much permanent work, such as heavy grading or acquiring new right of way, when the term may be justly extended. This proposition is simply one of honesty and fairness. If we ask posterity to pay our debts, we should make sure that we are giving fair return in the value of the improvements we leave them.

If we could only find some way to turn toward maintaining our roads some of the energy and enthusiasm which is now directed solely toward the construction of new roads, we would brighten the present road situation very greatly; for at present the real road question is not one of construction but of maintenance.

And not only must we improve our present system of maintenance. such as we have, but we must also work our better methods, especially in sections where labor is high. The maintenance of trunk lines by the system of section men or cantonniers will no doubt prove prohibitive. Some form of self-propelled vehicle or train of vehicles, carrying all the material and men, and capable of passing over a considerable length each day, will no doubt soon be found to be more satisfactory and economical than our present systems in many regions.

Self-propelled sweepers and tar or oil distributers will also no doubt soon find their proper place in this country as they have abroad. The plain fact with regard to road maintenance in the United States is simply this:

First, we give too little attention to road maintenance; second, what road maintenance we are doing is costing us far too much. Let those who have the good road interest really at heart unite in bringing this question before every community until general systematic maintenance becomes the custom and not the exception. Our roads will then cost us less in direct outlay and yield us far bigger returns in both pleasure and

To sum up the present road situation in one sentence, I would says "Construction, progressive, advancing about as fast as is expedient; maintenance, lagging, deficient in both amount and quality.

INTERNATIONAL AUTOMOBILE EXHIBITION.

The fourth international automobile exhibition will be inauguupon the value of the service rendered vessel owners of Panama tolls on Americal vessel owners of Panama tolls on building of the Michael Manege of St. Petersburg.

The exhibition will be open for fifteen days; its duration may, however, be extended at the discretion of the exhibition committee. Foreign exhibitors will participate on equal terms and on equal

footing with the domestic concerns. All the exhibits will be divided in twelve sections, relative to

which full particulars can be obtained from the Russian Export Association, 102 West Thirty-eighth Street, New York City. Special attention should be given by manufacturers of trucks

and motor vehicles for industrial purposes, since the strength of Amerimilitary arm with motor propelled vehicles. The following list is included as a suggestion to American manu-

facturers. All exhibits will be entered duty free and transported at Nor will a toll of \$1.20 per net ton se- half price along all Russian railroad and steamship lines. Types of motor cars in which the miltary authorities are interested.

and which it would be desirable to have at the automobile exhibition

Freight cars fitted for carrying military stores. Freight cars fitted for transporting aeroplanes.

Feight cars fitted for radio-telegraph stations.

Motor cars fitted for radiography stations. Searchlight motor cars.

Field kitchen motor cars. Freight wagons fitted for smithy and workshop.

Tank freight cars.

Motor cars with armored body for quick-firing guns.

Sanitary motor cars for carrying wounded and sick (ambu-

Motor cars fitted for being used as field surgical operation

Freight cars with appliances for receiving field stretchers with

13. Motor cars with an unarmored gun for firing at aerial craft,

Motor tractors for fortress artillery.

Military telegraph motor cars. Power plant cars.

17. Light motor cars for reconnoitering service.

Appliances for enabling motor cars to drive through heavy

19. Tractor cars, 70-80 horsepower, with three trailers for carrying 30,4 cm. mortars. 20. Motor cars with 90 cm. projectors.

21. Motor cars with cranes for lifting guns and various heavy loads when going up hill on steep slopes.

NEBRASKA AND COLORADO JOIN IN CONSTRUCTION OF OMAHA-DENVER ROUTE

Until a year ago last May practically nothing was done in the way of good FLORIDA COUNTIES ARE roads and good roads movement in Nebraska, or, in fact, nothing had been done in the Middle West. At that time, 2 few of us interested in good roads and their maintenance came together in an organization known as the Omaha-Denver Good Roads Association.

The Panama Canal Act, approved August 24, 1912, freed Coast to Coast American shipping from the payment of tolls. Prof. The State of Colorado has co-operated with us in a most enthusiastic and loyal from \$150,000 to \$200,000 each year from \$150,000 each year from \$150,000 to \$200,000 each year

be voted on as an additional amount available for roads. The expenditure of the sums the State appropriates is in the hands of the Highway Commission. G. E. PARISOE.

BUSY IMPROVING ROADS AND BUILDING BRIDGES

I can say that with but few exceptions all of our forty-seven counties are active in road construction.

in State for construction and maintained on the condition that of Wildermor products are constructed and maintained and the construction and the construction and maintained a

ble ıly nt ids

Nation-wide Evidences of Splendidly Organized Ef-

Nation's Interstate Roads Aggregate 15,000 Miles

United States Office of Public Roads Chart Shows Widespread Sentiment for Highway Development.

Illustrating the tremendous impetus that lately has been given to the nation-wide movement for improved public highways, the United States Office of Public Roads has just prepared a chart which shows that nearly 15,000 miles of transcontinental, interstate, and trunkscentine roads are contemplated in various sections of the country.

The chart represendation of the country.

The chart represendation of the country.

City, N. C., on the Atlantic Ocean, to Paint Rock, on the French Broad River, Paint Rock, on the French B

the good roads movement has taken hold of every part of the United States. North, South, East, and West, the improved

The Memphia-to-Bristol highway, con-necting Knoxville, Nashville, and Jack-ton, 60s miles.

Other Long Routes Proposed.

son, a distance of 540 miles. Bristol-to-Washington highway.
The Lincoln Memorial Road, from Washington to Gettysburg, forty miles.

effect to some extent by the proposed new highways, and the manner in which all sections are working to the same end The Central highway, from Morehead by a complete system of good roads.

PUBLIC ROAD MILEAGE IN THE UNITED STATES IN 1904 AND 1909

North Carolina to Join Interstate Highways The North Carolina Legislature of 1911, main artery of a State-wide system of

2.199.643

passed an act to provide for the construction and maintenance of a central highway through North Carolina.

State-wide system of the end of internal improvement of internal improvement to engage in work of internal improvement to engage in work of internal improvement to the extent of highways and of this money is to be spent until the entire subscription of at least \$10,000,000 is pridges. The next Legislature will, 1

struction and maintenance of a central highway through North Carolina.

The design of this act was not only to provide a direct and easy route from the mountains to the sea coast, but to build a road that would some day become the backbone of a State-wide system of highways. With this latter idea in mind in routing this highway the committee in charge has kept as close as was practicable an equidistance from now under process of construction.

The design of this act was not only to great roads, namely, the capital highway, which is the Southern portion of the Quebec-Milami international highway, to the national highway from New York to Atlanta, promoted by the New York Herton and the crest of the Blue Ridge highway, which is destined to become one of the great maintenance of highways and bridges; more under process of construction. s practicable an equidistance from now under process of construction.

The central highway traverses the State that the road should serve the great-through its greatest length and through the state of the creation of a college of highway instrucwas practicable an equidistance from now under process of construction.

der that the road should serve the greatthrough its greatest length and through
est possible number of inhabitants of the
State it was considered desirable that it
traverse the main centers of population.
Thus these ideas governed the selection of the route—to keep as near the
middle of the State as possible while traversing the most thickly settled portion.
North Carolina is a long, slim State,
North Carolina is a long, slim State,
wild and easy, especial attention having
exceeding 41-2 per cent. The curves are
wild and easy, especial attention having
exceeding 41-2 per cent. The curves are
wild and easy, especial attention having
reaction of a college of highway instruction in connection with the State Arricultural College. Also there has been
stimulated a movement to provide for
the use of convicts on the Kansas highthus the state as possible while traversing the most thickly settled portion.
North Carolina is a long, slim State,
wild an ocean-to-ocean highway button
its most populous
pection of a college of highway instruction in connection with the State Arricultural College. Also there has been
stimulated a movement to provide for
the use of convicts on the Kansas highthus the state as possible while traversing the most thickly settled portion.
North Carolina is a long, slim State,
wild and easy, especial attention places
of target and through its constructtion in connection with the State Arricultural College. Also there has been
stimulated a movement to provide for
the use of convicts on the Kansas highthus the state Arstimulated a movement to provide for
the use of convicts on the Kansas highthus the state Arricultural College. Also there has been
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the use of convicts on the Kansas highthus the state Arricultural College. Also there has been
stimulated a movement to provide for
the use of convicts on the Kansas highthus the state Arricultural College. Also there has been
stimulated a movement t

North Carolina is a long, slim State, and to build a road from the mountains of Tennessee to tidewater at Morehead City, a distance of 400 miles, seemed an enormous task. It does not sound very extraordinary to speak of 400 miles in this country of appalling distances, but in reality Carteret on the seacoast and Haywood in the mountains are very far apart not only physically, but their inhabitants are mentally strangers. A man from Carteret and a man from Haywood are both North Carolinians, but their ideals bear no more resemblance than the sand dunes of the eastern shores to the craggies of the Blue Ridge.

This fact was no doubt in the mind

This fact was no doubt in the mind of the man who first conceived this highway, realizing that easy communication has been very materially assisted in its

plicated as each county has presented The Chamber of Commerce of Hickory, road. plicated as each county has presented its own difficulties both as regards the actual construction of the road and money for building it. For example, at one time the road work was progressing nicely in Nebo Township, in McDowell County, until the people discovered that the neighboring township in Burke County was not doing anything in the people distinct in the proper in Burke County was not doing anything in the people distinct in the proper in Burke County was not doing anything in the people distinct in the proper in Burke County was not doing anything in the people distinct in the proper in the people distinct in the proad is in the counties.

In New Mexico Distinct the proad is introcated in countrical township in the way of good to done, and that countries that the nation of the Hutchinson News.

And when one contemplates the natural roads ought to done, and that countries that it thought something being the doon on the demand in the

KANSAS CONSTRUCTS SEVEN CROSS-STATE ROADS IN TWO YEARS

There are about 98,000 miles of public highways in Kansas and last year we spent approximately \$3,500,000 on their onstruction and maintenance. A little nore than this amount will be available he coming year.

In 1911 our Legislature enacted an en for constructing and maintaining the same by county instead of the old town-

The chart prepared by the Office of Public Roads shows the extent to which the good roads movement has taken hold the good roads moveme Octan-to-ocean highway, extending from Cumberland, Md., to Tacoma, way from Winnipeg to the Guif, crosses South, East, and West, the improved roads, some merely planned, others actually under construction, iterally make a network covering the whole country. If all the plans contemplated are curried out by the men and committees back of them, it will be possible to drive wagsons and automobiles from the Atlantic to the Fucility Coanada, to Mami, Fla. The map prepared by the Office of Public Roads, merely for the purpose of gauging the extent of the good roads movement as fostered by individuals, as sociations, and communities, shows the following great highway is contemplate from Washington, D. C., to Talianon or actually under construction. Iterated to state the first of the Fucility of the Colorable for merely and the communities, shows the following great highway is contemplated and properly and the communities, shows the following great highway is contemplated and properly in the following great highway from Vashington, D. C., to Talianon or actually under construction. Iterated to the Fucility of the Colorable for the purpose of gauging the extent of the good roads movement as fostered by individuals, as sociations, and communities, shows the following great highway in contemplation or actually under construction.

From Yellowstone Park to Glacier National Park, through Fort Yellowstone, the Big Hole Battlefield, and other interesting points in the flocky Mountains—a total distance of £00 miles.

The Memphita-to-Bristol highway, comnecting Knoxalie, Noxabile, and Jackson and Communities and Park through the contribution of a part of the full from the finding of the contribution of the following propose of the first of the following propose of the propose of

sand-clay roads and oiled roads are being constructed, but the very large majority of the roads will be well graded

earth roads, which can be maintained for either automobile use or heavy traf-

fic during ten or eleven months in the

The particular activity just now in

Kansas is to put Kansas in the proces-

supervise roads. The Kansas constitu-

tion provides the State shall not take

There is a strong movement now on hi

WAY TO FINANCE OCEAN TO OCEAN ROAD OFFERED

thely new highway law and established inter-county roads, and provided means or Manufacturers and

Estimate \$10,000,000 From One Per Cent of One Year's Gross Earnings.

 Ocean-to-Ocean Highway
 3,800 miles
 9. The Du Pont Highway
 103 miles

 Quebec-to-Miami Highway
 10. Des Moines-Kansas City Highway
 1,500 miles

 The Pacific Highway
 2,009 miles
 11. Capital-to-Capital Highway
 1,500 miles

 The Park-to-Park Highway
 450 miles
 13. Meridian Road
 1,200 miles

tion has been formed to further the

Following is a statement of the plan by

Briefly, the plan is to create a fund by

ubscription from motor car and acces-

sion of States that actually make and by a national committee to be later electsupervise roads. The Kansas constitued by the subscribers.

This plan has been examined carefuly

The fund thus pledged should easily ex-

The assessments on signed agreements

are to be made payable to trust com-

guaranteed. If for any reason the plan should fail of accomplishment, the money

is to be returned to its donor with 3 per

Still further revenue is anticipated from

memberships issued to individual auto-

mobile owners-a \$5 membership, a \$100

membership and a \$1,000 membership-for

motion of this plan up to the point where it is either a success of a failure.

the \$300,000 instantly subscribed in In-dianapolis alone is any indication, the

and will be pledged in its entirety within

month or two. It is a part of the plan

that all subscriptions be signed and closed

Now as to the use of the money to ac-

The fund thus subscribed is to be used solely for the purchase of crushed rock

before January 1, 1913.

omplish its purpose.

So much for the fund of \$10,000,000

which an ocean-to-ocean highway butto

its authors

ed \$10,000,000.

ent interest added.

540 miles 14. Bristol-to-Washington Highway
150 miles 15. Omaha-Denver Route
600 miles 16. New Santa Fe Trail
460 miles 17. Crest of the Blue Ridge Highway....

An Ocean to Ocean Highway Associa- well able to build this road and present

sory manufacturers and dealers, each honestly, substantially built, and com-subscription to equal 1 per cent of one pleted by May 1, 1915, so that we will have a perfect automobile highway over

year's gross earnings of the subscriper, have a perfect automobile highway over. These subscriptions will be divided into which thousands will tour to the Panama three or five annual payments, as decided. Canal Exposition in San Francisco in

N. DAK.

6. DAK.

cost up to \$4,100 per mile. The contract-

From this it will be seen that the cost of building materials, such as we propose to buy, represents only from 30 to 50 per cent of the cost of the road. So that, for our \$10,000,000 cash, we should receive a \$25,000,000 road. Our plan of purchasing the material only, and delivering it to the States and

counties who sign contract to do the work under inspection of United States engineers, insures our getting a value of one hundred cents on every dollar we spend. The selection of the exact route is to be left entirely to the national committee to be selected later. Three good routes have been suggested, on any one of which there are already sections of good mac adamized road-total of over 1,000 mileswhich will need but slight improvement, as well as plenty of paved city streets which will lessen the total mileage of road to be built. No road building whatever would be necessary in New York, New Jersey, Colorado, or California. It has been suggested that financial aid from the national and State governments can be obtained for this project. and that help can be had from associa-tions that are now receiving a measure no such entangling alliances should be formed. The speedy, economical construction of this road depends largely upon the absence of political complications, delays, and wrangles.

South Dakota Builds By Definite Program

Meridian Road and Other National Highways Are Trunk Lines from Which Laterals Are Being Constructed.

will form an important link in a trans-

the Missouri River. At Watertown the

sitions will be taken up and carried out in due time. As a natural result of the

establishment and construction of these

trunk highways, numerous tributary

lateral lines shall be built to conne

at various points.

The foregoing list comprises an au

bitious programme of road guilding, es pecially for an agrucultural State with

proposed, however, to utilize existing roads as far as practicable and to ex-

ercise rigid economy in carrying out the

work. The programme contemplates the construction of good earth roads, with

reasonable grades, properly formed road-way, and suitable provision for drainage

competent engineers, and maintained is good condition after construction.

For the Meridian road a standard form of cross-section was adopted and a set of

specifications was prepared. The cross section for ordinary prairie condition has a width of 30 feet between centers o side ditches, with a crown rising about 24 to 30 inches above bottom of ditches

the height varying according to char acter of soil. Culverts over 3 feet diameter to be of concrete, bridges to

of concrete or of approved truss design

STATE HIGHWAY COMMISSIONS

Massachusetts..... 1892 Vermont..... 1892

New Mexico 1903

New Hampshire 1903

Washington 1905 Michigan 1905

Virginia 1906

Colorado 1908

Georgia.... 1908

West Virginia*.... 1909

North Dakota 1909 Arizona 1909

Alabama.... 1911

Kansas 1911

Nebraska..... 1911 Nevada 1911

Oklahoma 1911

South Dakota 1911

Wisconsin 1911

Wyoming 1911

Kentucky 1912

Mississippi..... 1912

Lown.

official effort for highway work: New Jersey 1891

omparatively small population. It

By SAMUEL H. LEA,
State Engineer of South Dakota
South Dakota has shown full apprecia-South Dakota has shown full appreciation of modern highway requirements by miles. It is a fine example of modern olning enthusiastically in the good roads highway construction. novement and in taking an active part in the work of road improvement.

There is no provision in this State for Continental highway over one of the mid State aid or control of highways, and die routes. At Sioux Falls on the eas State aid or control of highways, and practically all public road work has been done under county and township supervision. The work that has been done recently, however, in the way of improving highways and establishing trunk lines of road across the State has been accomplished almost extinct, through local of under construction. At Rapid City connection will be made with the Richard Construction. At Rapid City connection will be made with the Richard Construction. of assistance from public funds. In the opinion of most of those already interested in the ocean-to-ocean highway, ested in the ocean-to-ocean highway. coperations of regular county and township boards. The sentiment in favor of good roads is State wide; it is of recent origin, but bids fair to be lasting.

roads extending west and south through the Black Hills.

A reconnaissance over the Aberdeen-Mobridge road, covering a distance of

formed. The speedy, economical construction of this road depends largely upon the absence of political complications, delays, and wrangles.

There are already throughout the United States many private associations, some of them ably financed, with purpose similar to ours, but smaller in scope. The co-operation of any such groups of good roads promoters can be welcomed.

But aside from possibly this type of But aside from possibly this type of lowed; the roads have to be located on assistance, the automobile industry is suitable ground. As a solution of the good roads problem Meridian road is crossed and connection

in an agricultural State, the construction of trunk highways is advocated, to be continuous, extending in some cases enlirely agrees the State and connection will be made with a road eastward through Minnesota.

Several other trunk highways in the irely across the State and connecting State have been projected; these propowith similar highways in adjacent States. A Road Building Programme.

The State engineer has assisted the novement which has resulted in a defiite programme of road construction covering the entire State. This programme calls for a well-defined plan of road improvement, requiring that all highways shall be laid out and built under competent engineering supervision; also that the roads shall be maintained in good ondition at all seasons. Public interest in good roads in South

Dakota has become concentrated on several definite projects; these may be des-The Meridian Road, or Winnipeg to The lines to be surveyed and built under Gulf Highway.

The Chicago, Black Hills, Yellowstone Park to Coast Highway. The South Dakota Scenic Highway.
The Aberdeen-Mobridge Road.
The Watertown, Redfield, Gettysburg

Sioux Falls, Salem, Iroquois Road. Sioux Falls, Brookings, Milbank

The Sioux City, Platte, Chamberlain The Meridian road is a great trunk highway projected to extend from Winnipeg, Canada, southward to the international boundary, thence through the United States to the Gulf coast. The route follows approximately a meridian line, making local deviations to reach towns and for topographic reasons. It traverses the eastern portion of South Dakota, entering the State from th

Meridian Road Treated Locally. California..... 1895 Connecticut 1895 The writer took up the matter of establishing and constructing the South New York Dakota division of this road after having Maryland 189 been informed that arrangements had Maine 190 comprised a reconnaissance over the Pennsylvania..... 1903 ute, from Yankton entirely across the State to White Rock, a distance of about

The reconnaissance was made in Oc- Illinois...... 1903

> GEORGIA USES CONVICTS ROUTE OF MERIDIAN ROAD.

some. The benefits are certain and easily As soon as sufficient pledges have been a working organization will be perfected by the contributors and definit. contribution agreements will be furnished

KANSAS UNDERTOOK

Handled as a private enterprise, by

other business affairs, this road can be

by leading manufacturers and financiers, and indorsed as entirely logical and pos-

Naturally, from the viewpoint of the ndividual, the undertaking is awe-in-

spiring, but it is not a heavy burden for

The tax on each individual who con-

tributes to the fund will not be burden-

SANTA FE TRAIL It is also planned to have twelve-inch | Work Does Honor to Early Pioneers window medals cast, one of which will be given to each dealer who contributes his 1 one per cent to the fund. Mr. Fisher and Mr. Allison purpose to pay all the expenses incidental to the pro-

sible of execution.

Who Blazed Trails

The Santa Fe Trail was the pioneer and the largest good roads movement in way of construction and permanent imthe West. It is a modern good road from Provement.

Every county along the route in the Kansas Citty to Albuquerque and tra-Verses a very famous section. It passes tion whose duty it is to build the road Trail, that highway of adventure and travel and commercial activity in early days of the last century, and for many miles this modern road of our runs along H. Stokes, of Watertown. The effort poria. Newton. Hutchinson, Larned. While the Meridian road has not been Garden City. Lamar, Las Animas, La Junta, Trinidad. Ratoon. While the Meridian road has not been completed throughout its entire length of over 1,600 miles, sufficient progress has

This fact was no doubt in the mind of the man who first conceived this high-way, realizing that easy communication is the first essential of civilization; and that the mountaineer and the plainsman can each be benefited by contact with the other.

Difficulties Are Numerous.

It has not been possible to build this central highway as a unit, but each building the link within its borders. For this, reason the problem has been considered the unit for this, reason the problem has been complicated as each county has presented.

The central highway of North Carolina, The central highway in Wake County this reason the problem has been complicated as each county has presented.

At Santa Fe.

The Claimon at Santa Fe.

The Claimon of North Carolina, The Cean-to-Ocean Highway Association is to do no construction work of any kind, but will make contracts with the ocean-to-Ocean Highway Association is to do no construction work of any kind, but will make contracts with the various, States and counties, through this committee has held several that portion of the central highway in Wake County that been considered the unit for this, reason the problem has been complicated as each county has presented.

The claimon of North Carolina, The Claimon of North Carolina is the first essential of civilization; and the mountaineer and the plainsman can each be benefited by contact with the other.

The Claimber of Commerce of Raleigh has a special road committee, and through this committee has held several within the last month over eighty miles of contraction with our Ocean-to-ocean Highway Association is to do no construction work of any kind, but will make contracts with the various, States and counties, through the road as per specifications prepared by United States government engineers, and inspected by United States engineers, without charge to sum the road as per specifications prepared and the plains man developed the warious states and counties, through the road as per specifications prepared to sum the road as per specificatio The distinguishing features of the Santa been made to justify a trip of inspection Fe Trail movement was that it brought by the officers of the International Asso-

TO HER GREAT ADVANTAGE IN NEARLY ALL COUNTIES

*Discontinued.

The estimated public road mileage of the State of Georgia in 1911 was \$3,986. which is an increase of 1,704 miles over the road mileage of 1909, the date of the last statistical road data published by this department. During last year there were constructed in the State 35 miles of macadam road, 235 miles of road surfaced with gravel and chert, and 4,077 miles of road surfaced with sand-clay mixtures. These figures show that within through the territory formerly traversed and made famous by the Old Santa Fe

through the county and to maintain it after completion.

The road was built through Codington rapid progress made in improving the roads of the State Ferritory formerly traversed. rapid progress made in improving the roads of the State. Especially has this been true in regard to the construction of gravel and chert roads and sand-clay roads. In 1909 the statistical road data miles this modern road of our runs along the famous old trail. It passes through some very fine towns like Ottawa, Emporia, Newton, Hutchinson, Larned, Garden City, Lamar, Las Animas, La completed throughout its entire length of the famous of gravel and chert road and selections. While the Meridian road has not been constructed, whereas, in 1911 there were constructed 235 miles of gravel and chert roads and che road and 4,077 miles of sand-clay road. In other words, the total number of miles The distinguishing features of the Santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the santa governThe distinguishing features of the International Assoto the International A labor, the total number of convicts em ployed being 4,744.

money for building it. For example, at one time the road work was proposed with excellent results, and stored in composed with excellent results, and stored work was proposed with excellent was proposed with excellent results, and stored work and to first exception with the interest that was a star throad on the cast with road at the cast with road and it has as worked. Good roads as with road it can be at the cast with road and it has as worked. Good roads as with road it can be at the cast with road and the sast with road it can be at the cast with road and the sast with road and the cast with road and the sast with road and at Chicago on the cast with road and the sast with road that the central highway, connecting at Chicago on the cast with road and the sast with road that the central highway. The same that little trouble will be encounted in the central highway and and at thorage at the result. Transcomtent the central highway a

of Lee

north to ther coin the n

fort for Rapid Betterment and Linking of Highways

WASHINGTON TO MEMPHIS HIGHWAY SEEMS ASSURED

With Bristol as Pivotal Point, Interested Communities Are Working Steadily on Component Parts.

Bristol Center of Activity.

an instance of what has been accomplish-

Virginia Tazewell County has put down

County has large forces of men at work

\$150,000 building rock roads, and is now

By F. M. RUNNELS.

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of the Bristol (Va.-Tenn.) Board of Trade. boundary to boundary. As soon as Ten-Bristol-to-Washington Highway nessee completes her programme there LATTER IS Association was perfected in Bristol in will be a continuous rock road between August, 1911, for the purpose of carrying Memphis and Washington, with Bristol on the highway improvement so as to as the axis, make a continuous rock road connecting Relate e National Capital and Memphis with ristol as the intermediate point. A conrence of representative citizens between greateht good roads movements in the ristol and Washington was called for United States, if we except Colorado. As agust 11, 1911, by F. M. Runnels, secreof the Bristol Board of Trade, and the meeting, which was an enthusiastic W. H. Aston, one of the best known these facts may be cited: In Southwest roads men in Southwest Virginia, is elected president; J. H. Marsteller, \$625,000 worth of macadamized roads; Wise enthusiastic good roads man and an tomobilist of Roanoke, Va., and Capt. B. Corse, of Lexington, vice presi-highways; Washington County has spent

Immediately upon the organization an executive committee began a persistent campaign of publicity and very soon worked up a tremendous amount of interest in every country between Bristol and Washington along a proposed route. It was found that the Old State Pike, run-It was found that the Old State Pike, running west from Roanoke to Seven Mile Ford within thirty-five miles of Bristol, was in a fair state of preservation, and the association started work to stimulate a movement in the several counties late a movement in the several counties of Bristol-to-Washington pike from boundary. Scott County will vote any to boundary. Scott County will vote the serial bond as a substitute for the sinking fund in supplying money required for road building.

Mr. McClung Prefaced his discussion of the Bristol-to-Washington pike from boundary.

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Mr. McClung prefaced his discussion of the Bristol-to-Washington pike from boundary. has voted the association started work to stimular association started work to started work

and Western Railroad.

In order to give further stimulus to the another large bond issue for the construction of latterals. Lee County has invested are were started from Bristol in October

384,000 in macadamized roads, and Rus-

SERIAL BONDS SUBSTITUTE FOR SINKING FUNDS

Declares Former Have Advantages.

ready completed their roads through from A SPECULATION

Amortization of Debt by Annual Bristol is in the heart of one of the Payments Recommended for Economy.

> tize a debt; they merely convert it, or offset it. The only way to sink a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it in approximately periodic This is the serial bond method."

icies; that the mere fact that a good road is needed is not sufficient to warrant the issuance of road building bonds; that the

irst, that they enable the community to realize immediately the benefit, as such ssues make possible the construction of poining the completion of the road system; second, that the cost per mile is receive interest on the full amount. owered, as a large mileage can be more

weakness; it always was and doubtless always will be an unknown quantity—a speculation. There are uncertainties in the management of a sinking fund which should receive serious consideration by all public-spirited men. It may be depleted by dishonest or incompetent officials or by unfriendly legislation. Even with wise management the rate of intermediate the rate of in with wise management the rate of inter est yield cannot be controlled, and when the securities must be sold to obtain the funds with which to pay the debt for which it was accumulated the proceeds may or may not be sufficient to cover the

Another uncertainty of the sinking fund plan is that at the maturity of a loan for which provision has been made the amount necessary for the loan may have been properly accumulated in the fund, but only part of the fund may consist of the particular loan to be redeemed, and the balance may have been invested in other securities, which must be sold, whether conditions are favorable or not, to obtain the funds necessary to pay the loan for which they were accu-

Payment Only True Amortization. Sinking funds do not amortize a debt; they merely convert it, or offset it. The only true amortization is extinction. The only way to sink a debt is to pay it. A Under this plan the specific amounts to be paid each year on account of principal and interest are determined in advance, and the liability of the issuing municipality is reduced with every pay-

ment made.

Louisiana Is Awakened to the Needs of Her Roads

In 1904 the Office of Public Roads reported that only fourteen-one-hundredths of 1 per cent of the public highways in Louisiana were improved. By 1909 this had increased 1.32 per cent-nearly a thousandfold improvement. The two tables below, reprinted from official sources, show that the road United States Treasurer McClung campaign in the State is being pushed actively:

STATEMENT SHOWING MILEAGE OF GOOD ROADS CONSTRUCTED WITH CONVICT LABOR, COST OF SAME, AND COST PER MILE,

FROM ATRI	20, 1300, 10	AI IIII	, 1012.	Average
Parish.	General character.	Mileage.	Cost.	per mile
*Natchitoches	Earth.	37.23	\$29,021.01	\$779.51
tDe Sota	Sand-clay.	50.39	43,797.59	869.17
Ouachita	graveled, 13 miles earth.	17.25	25,089.10	1,454.44
Rapides	Earth.	3.57	3,273.50	916.94 1.053.13
§East Eaton Rouge	Earth.	$\frac{22.22}{15.50}$	23,400.53 $16,110.11$	1,039.36
City of Baton Rouge St. John the Baptist	Wide graveled. Earth.	$.82 \\ .50$	5,023.08 450.00	6,125.71 900.00
Total	•••••	147.48	\$146,164.92	

*3 miles sand-clay.
†5 miles natural gravel.
‡4 verage cost 4½ miles graveled road, \$3,196.58; average cost 13 miles
earth road. \$884.90.
§ This Item includes the cost of 1.1 miles of drainage canal, costing approximately \$3,092.70.

ESTIMATED EXPENDITURES MADE IN LOUISIANA FOR ROAD CONSTRUC-TION, MAINTENANCE, AND REPAIRS FOR THE YEAR 1912.

	Forty-four parishes out of 61 reports estimated expenditures for the year 1912	
1	Total estimated parish expenditures \$1,131,322.15	\$1,131,322.15
	MUNICIPAL EXPENDITURES. Ninety-nine incorporated places out of 187 reports estimated expenditures for the year 1912	
1	Highway Department contracts let during 1912 \$131,694.25 State aid convict camps, 1912 32,220.00	

would receive \$40,000 interest the first NORTH DAKOTA AIDED expenditure of funds from a bond issue should be directed by the most competent authority possible, and that the issuance of bonds should be the should be directed by the most competent authority possible, and that the issuance of bonds should receive \$40,000 interest the first year (which is 4 per cent of \$300,000, \$100,000 having been paid) the next year. suance of bonds should not be for a longer term of duration than the term of the life of the utility created by the funds derived from the bonds.

Coming to an intimate discussion of bonds for road building Mr. McClurd Coming to an intimate discussion of production of producti years, or 5-20 years, &c., meaning that the principal is to be retired beginning the first year, and then to be reduced by a considerable mileage, whereas cash taxation would provide but a small mileage each year, thus indefinitely postyear, &c. In the meantime, or until the

receive interest on the full amount.

washington County, which adjoins Sullivan to the south, has just voted \$150,000 for roads, and Carter County, to the east of Bristol, is building a link of the Memphis-to-Bristol highway at a cost of \$60,000. Hawkins County has graded roads costing \$100,000 and votes this winter on \$100,000 bonds for putting down the rock. Further South, in Hamblin, Knox, Roane, Loudon, Jefferson, and Grainger Counties, there are \$1,000,000 invested in rock highways built to best engineering standards.

The south is advantageous provisions for the increased tax grows older and diminishes in principal. One of the objections advanced to the serial plan is that the earlier payments are too large on account of the large interest payments and a heavy drain on the taxpayers. However, this only applies to the plan of paying an equal plan to the principal each year; the amount on the principal each year; the annual charge could be made less from the beginning than the sinking fund reached such proportions that it is an important question to determine the most.

The serial the investment grows safer as it grows older and diminishes in principal. One of the objections advanced to the grows older and diminishes in principal.

One of the objections advanced to the grows older and diminishes in principal.

One of the objections advanced to the grows older and diminishes in principal.

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One of the objections advanced to the objections advanced to the serial plan is that the earlier payments are too large on account of the large interest payments and a heavy drain on the taxpayers. However, this only applies to the plan of paying an equal applies to the plan of paying an equal applies to the plan of paying an equal plan can be ab

IN ROAD IMPROVEMENT

That the good roads sentiment in North Dakota is crystalizing in favor of some law that will create an administrative machinery for the construction and main-tenance of our highways is evidenced by the great interest that is being shown in the entire press of the State concern-ing good roads matters.

Undoubtedly a great amount of this sentiment has been brought about by the increased use of the automobile bills were introduced looking to better road conditions, not one could be passed by the house. In 1911 conditions were These roads costing her \$225,000, These roads open up to the automobilist some of the greatest scenery in the United States.

On the Tennessee side of Bristol Sulling in rock highways and has \$200,000 in bank for additional roads already surveyed, Washington County, which adjoins Sullivan to the south, has just voted \$150,000 for roads, and Carter County, to the east of Bristol, is building a link of the Memphis-to-Bristol, is building a link of the Memphis-to-Bristol highway at a cost of \$00,000. Hawkins County has already at a cost of \$00,000. Hawkins County has already at a cost of \$00,000. Hawkins County has already at a cost of \$00,000. Hawkins County has already at a cost of \$00,000. Hawkins County has already at a cost of \$00,000. Hawkins County has already at a cost of \$00,000. Hawkins County has already invested \$150,000 for roads, and Carter County. The bonds has been at long intervals; third, and the maintenance is cheaper for the same reasons that apply to construction; fourth, that a posterity benefits by the casources, postourth, that apply to construction; fourth, that a posterity benefits by the development of the local resources, postourth, that a sposterity benefits by the development of the local resources, postourth, that a sposterity benefits by the construction; fourth, that a sposterity benefits by the construction; fourth, that a sposterity benefits by the construction; fourth, that apply to construction; development of the bamb and the like, but they are cotly. Their a

roads are being built chiefly of water-bound macadam, bituminous bonded work of internal improvement, but a con-macadam concrete and brick. bound macadam, bituminous bonded work of internal improvement, but a concurrent macadam concrete and brick.

Over sixty-two miles of waterbound about forty-one miles of concrete. More than forty-one miles of brick and about ten miles of bituminous macadam. The remaining few miles were for gravel construction.

The \$50.000.000 bond issue for roads, in-The \$50,000,000 bond issue for roads, in- ing for State aid in highway construction

MILEAGE OF SAND-CLAY ROADS IN THE UNITED STATES IN 1904

State.	1904.	1909.	State.	1904.	1309.
Alabama		1.107	Nebraska	6	179.75
Arizona		25	New Mexico		71
Arkansas		378	North Carolina	438	729.5
California		1.289	Oklahoma	• • •	196
Connecticut		1,214.25	Oregon		345
Delaware		6.08	Rhode Island		6
Florida		1,016.5	South Carolina	1,575	3.218
Georgia		4,326.5	South Dakota		129
Idaho		398	Tennessee		127
Iowa		575	Texas		2,253.75
Kansas		202.25	Utah		648.5
Louisiana		168	Virginia		185.5
Maryland		23	Washington		1,228.45
Michigan		2,381.65	West Virginia		14
Minnesota		1,051.5	Wisconsin		1,018
Mississippi		103	Metals.	2.979	24,601.42
Missourl		2.20	Totals	2,919	24,004.42

OUTLINE MAP OF ILLINOIS.

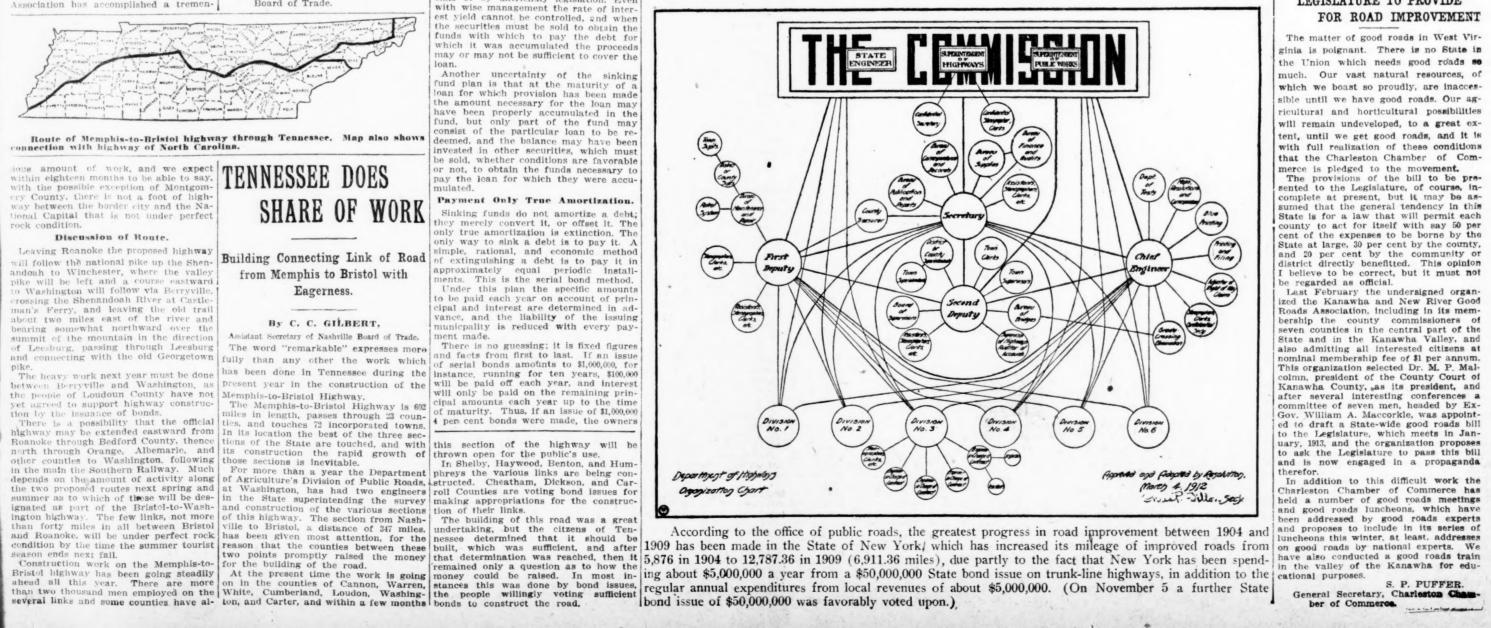


The net results to date are as follows over two hundred convicts are employed building a rock road from Bristol to Abingdon, fourteen miles, connecting with the rock road at that point, extending to the Smyth County line. Beford County, including a Roanoke on the east, is getting-long to some time this winter a call will be investor, because the ultimate liquidation of these loans, Generally speaking, the promise of a sinking fund appears to the Smyth County line. Beford County, the long of the long of the speaking to the supervision of these loans, Generally speaking, the promise of a sinking fund appears to the Smyth County line to the Montgomery bender. Wythe has already built a large whorder. Wythe has already built a large of the view of organizing to have border. Wythe has already built a large whorder. Wythe has already built a large of the view of organizing to have border. Smyth County line to the Montgomery border. Wythe has already built a large whorder. Wythe has already built a large of the view of organizing to have border. Smyth County will vote in November for the large of the payments on account of the sead and lab building more. Smyth County line to the Montgomery border. Wythe has already built a large through its operation. Few, however, edeal will be a large built in the early years, the large of strength and security in the mind of the county the supervision of efficient of the early was a deal will be a large to provide a payments on a second to suit almost any organization of these loans, Generally speaking, the provision for the land and 20, 1942, resolved. That for the important question to determine the most advantageous provisions for the liquidation and important question to determine the most advantageous provisions for the liquidation and plan can be worked out to suit almost any conditions. The large through its provision of efficient of the supervision of ef Smyth County will vote in November 107 about \$17,000 in 1911 and will amounted to \$17,000 in 1911 and will be only a sinking fund must be considered on the State provides that the State shall not engage in any sinking fund must be considered out, and the accumulation of the borrower. To have any particular value the provisions for a sinking fund must be considered out, and the accumulation of the borrower. To have any particular value the provisions for a sinking fund must be considered in States that are still backward.

Experimental Total

Charles Agent Spirit Committee of the Committee of Spirit Committe	Year. 1906. 1907. 1908. 1909. 1910.	Appro- priation. \$50,000 50,000 65,000 65,000 100,000	Public meetings held. 48 111 117 111 127 127 80	Miles of crushed stone distributed. 19.9 48.3 60.1 68.4 51.6 76.1 36.9	mental roads built. miles. 5 9 15 16 27 31 12.5	Total number of bridges built. 2 39 63 77 108 158	Total value of work done. \$122,795 246,646 427,973 434,453 372,269 571,446 302,042
	1912, July 1	\$380,000	721	361.1	115.5	460	\$2,477,624
	*End of fisca						

DIAGRAM SHOWING ORGANIZATION OF NEW YORK'S HIGHWAY COMMISSION WEST VIRGINIA TO ASK



LEGISLATURE TO PROVIDE FOR ROAD IMPROVEMENT

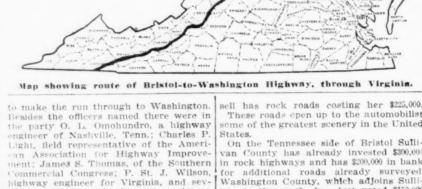
The matter of good roads in West Virginia is poignant. There is no State in the Union which needs good roads so much. Our vast natural resources, of which we boast so proudly, are inaccessible until we have good roads. Our agricultural and horticultural possibilities will remain undeveloped, to a great extent, until we get good roads, and it is with full realization of these conditions that the Charleston Chamber of Com-

merce is pledged to the movement.

The provisions of the bill to be presented to the Legislature, of course, incomplete at present, but it may be as-sumed that the general tendency in this State is for a law that will permit each county to act for itself with say 50 per cent of the expenses to be borne by the State at large, 30 per cent by the county, and 20 per cent by the community or district directly benefitted. This opinion I believe to be correct, but it must not be regarded as official.

Last February the undersigned organ ized the Kanawha and New River Good Roads Association, including in its membership the county commissioners of seven counties in the central part of the State and in the Kanawha Valley, and

ber of Commerce



he het results to date are as follows Wythe, and Montgomery County, where the people yet indorse road commission-of Kentucky.

Another proposition receiving serious attention in Bristol is a national memorial highway connecting Bristol with King's marked interest. The public schools of that county, however, are in the hands of capable teachers, and from these schools it is expected that a generation will come that will be decisively in favor.

The Norfolk and Western Rallway Com- in the West was fought and won by the

mediate section that the riflemen went to Sycamore Shoals where they were assembled under Campbell and Sevier for the march to King's Mountain where the decisive battle of the Revolutionary War in the West was fought and won by the

were scheduled and speeches made rowds that filled court houses or halls. Memphis-to-Bristol highway at a cost of collowing this expeditious work, the of-

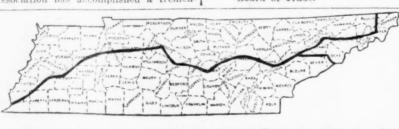
The Norfolk and Western Railway Company has recognized the permanency of this national highway to the extent that the officials have co-operated with the highway officers to put all crossings under grade.

Although a little more than one year old, the Bristol-to-Washington Highway Association has accomplished a tremential forms. In the West was fought and won by the men of the Holston Valley.

It is proposed that this national memorial shall run by Sycamore Shoals where a modest monument has already been erected commemorating the event.

F. M. RUNNELS,

Secretary Bristol Virginia-Tennessee Board of Trade.



Route of Memphis-to-Bristol highway through Tennessee. Map also shows connection with highway of North Carolina.

within eighteen months to be able to say, with the possible exception of Montgomional Capital that is not under perfec-

Discussion of Route.

crossing the Shenandoah River at Castle-man's Ferry, and leaving the old trail about two miles east of the river and bearing somewhat northward over the summit of the mountain in the direction

Assistant Secretary of Nashville Board of Trade.

SHARE OF WORK

will follow the national pike up the Shenandoah to Winchester, where the valley pike will be left and a course eastward to Washington will follow via Berryville, crossing the Shenandoah River view.

Building Connecting Link of Road from Memphis to Bristol with Eagerness.

Building Connecting Link of Road only way to sink a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple, rational, and economic method of extinguishing a debt is to pay it. A simple a debt is to pay it. A simple a debt is to pay it. A si

By C. C. GILBERT,

SCENIC HIGHWAY FOLLOWS CREST OF BLUE RIDGE

Will Open Appalachian Range Regions Now Remote from Travel.

TO DEVELOP THE SOUTHEAST

Will Connect Virginia and Georgia and Make Accessible Places Now Obscure.

> By JOSEPH HYDE PRATT, State Geologist of North Carolina

water; and this region is soon to become one of the chief attractions of this coun-This wonderfully attractive section country is in the Southern Appaachian Mountains, embracing portions of North Carolina, Virginia, Tennessee, and Georgia, and contains the loftiest mountain peaks east of the Rocky Mountains, with mountain slopes covered with more varied fauna and flora than are found any other sections of the United

true that several railroads penetrate these mountains, but it is necessary to have good public roads leading from these railways into all parts of this mountain region before it will become ccessible and attractive to sightseers,

In order to remedy this defect, a gigantic plan has been worked out for the construction of a system of improved highways through the Southern Appalachian Mountains and the Southern Appalachian Good Roads Association has been organized, whose sole purpose is to see that this is accomplished—and it is being accomplished.

The pioneers in this work believed that the construction of a highway right through the heart of this mountain region and near the summit of the moun-tain ranges would do more to attract attention to this section of the country and give quicker results in good road con-struction than anything else. Thus was born the idea of the "Crest of the Blue Ridge Highway" to extend from Virginia

This highway is now being constructed,

until the highway is open to Linville and Little Switzerland. With these two it is expected that this can be continued places connected by a first-class highway, it will not be very difficult to obtain further funds to continue the highway westward toward Mount Mitchell and Asheville.

som, and Craggy mountains, on account numbers that the amount of mo

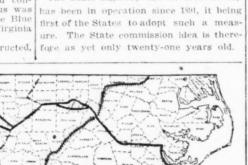
been started and we do not expect to stop until it has been built right through the heart of the mountains of Western North Carolina on into Corolina on into C The construction of the highway has North Carolina, on into Georgia, and into Virginia, with connecting roads leading from various points into the Piedmont sections of Virginia, North There is in the southeastern part of the United States a section of country that is unrivalled or unsurpassed in its scenic attractions, its climate and its pure States But the plan is feasible. North Carolina, South Carolina, Georgia, and Tennessee. It is probably one of the largest road propositions ever understaken in the South, or even in the United States. But the plan is feasible.

of the Blue Ridge Highway.

TO ADOPT STATE LAW, MAKES REPORT portionment under this law.

County.	Miles.	Amou
Atlantic	111,175	\$110,68
Bergen	31,303	118,41
Burlington	187.723	309,99
Camden	107,550	257.70
Cape May	42,685	94,21
Cumberland	. 1,220	14.77
Essex	114.303	294,27
Gloncester	83,659	105.84
Hudson	4,760	40.13
Hunterdon	33,472	87,41
Mercer	137,802	353,36
Middlesex	164,810	326,23
Moramouth	123,218	230,12
Morris	76,658	165.34
Ocean	59.022	78.98
Passic	65,814	152,17
Salem	37,262	59,19
Sometset	89,197	185.48
Sussex	14,331	23.05
Union	28.965	92.29
IC man	55.467	120.30

first of the States to adopt such a measure. The State commission idea is there-



Map indicating progress of highways in North Carolina. The heavy black line is the route of the Central Highway, from the coast to Tennessee. The dotted line in the west is the crest of the Blue Ridge Highway. The broken line in the center is the National Highway (New York to Atlanta). The serrated line is the Quebec-Miami route.

and, when completed, will rival all other MASSACHUSETTS BEGINS

location and scenic beauty. Although roads built primarily for

ndersonville, Brevard, and High-tering Georgia probably via Ra-In general, the State sp

erable portion of it by private subscription, and so instead of being a public road it will have to be, for the time being, a toll road. This portion of the road ing, a toll road. This portion of the road ing, a toll road. This portion of the road ing. a toll road. This portion of the road ing. a toll road of the road ing. erable portion of it by private subscrip- highways and 25 per cent of the repairs. the towns. lies between Boone and Asheville, North Carolina, a distance of about 130 mlles. From Boone to Linville, a distance of thirty-two miles, there is already a toll read which will become part of the Crest of the Linville become part of the Crest of the Linville Bidge highway. From Linville Bidge highway from of the Blue Ridge highway. From Lin-ville to Asheville the location of the road has been surveyed and there is no

The Blue Ridge is crossed and recrossed so that the highway is sometimes of one side and then on the other, but keeping as nearly as possible to the MISSOURI'S ROAD WORK highway passes through the Black, Balsam, and Craggy mountains; and al-though this portion of the highway offers come very heavy work, the road has been ocated with no grade over 4½ per cent. For the past three years we have been

have open by next summer the portion communities for road improvement. The of the highway from Little Switzerland first road bonds issued in Missouri, so to Linville via Altapass. By doing this far as I know, were for forty miles of we will open up for travel, suitable for automobiles, over fifty miles of road with a fairly good connection at Blowing Rock with a highway leading to Lenoir and date no road bonds were voted in this state.

tions that work would actually begin on the construction of the highway at any very early date. We have been forrange means for beginning this work and State Highway Engineer, Columbia, Mo.

Although, as I have stated before, there will be a great deal of heavy work on this highway through the Black, Bal-

som, and Craggy mountains, on account of the amount of solid rock that will be encountered, yet even if the road costs as high as \$10,000 or \$12,000 per mile for certain sections, it will pay to build it. It will open up a section of country the scenery of which is equal to any in the world, and it will attract tourists in such years, that the argumn of money numbers that the amount of brought into the country by reason of the road will in a very short time more than pay for the actual construction of

started. It is going to be completed. And

	TOHOWS.		
	County.	Miles.	Amo
	Atlantic	111,175	\$110,
	Bergen	31,303	118,
	Burlington	187.723	309,
	Camden	107,550	257.
	Cape May	42,685	94,
	Cumberland	. 1,220	14.
	Essex	114,303	294,
	Gloncester	85,659	105,
	Hudsen	4,7€0	40,
	Hunterdon	33,472	87.
	Mercer	137,802	353,
	Middlesex	164,810	326,
	Monmouth	123,218	230,
ı	Morris	76,658	165.
	Ocean	59,022	78.
	Passic	65,814	152,
ı	Salem	37,262	59,
	Some*set	89,197	185.
	Sussex	14,331	33.
	Union	28,965	92,
1	Warren	55,467	129,

SPENDING FIVE MILLION ON FIRST OF JANUARY

ville, Altapass. Little Switzerland, Ashe- of highway, most of which is either assumed the obligation of making sur

or almost wood roads

WM. D. SOBIER. State Highway Commissioner, Bos-

HAS SPRUNG INTO LIFE AFTER 40 YEARS' SLEEP

souri is fourth in number in the list of surveying the route of this highway, and States in the miles of rock and gravel 912 the actual construction of roads constructed. This is an indicawe are now building from Altapass toward Linville. The road which has been tion of the advancement being made in permanent road construction, which may built is 24 feet wide from ditch to ditch, be taken as a reliable indication, also o surves it is from 39 to 50 feet the general improvement and care of the wide. Although the road is not now being surfaced, plans are made to surface earth roads and of the road systems in general. This work has been done until gravel. There are now 100 men at work 1910 with the general levy of road taxes. mayel. There are now low life at the first of the improvement has been so rapid since appilly as possible toward Humpback 1910 that sentiment has developed to the It is the desire of the Appalachian point of demanding increased revenue and has been since then turning very been chartered to build this highway, to the Piedmont section of North Carolina.

Part of Rond is "Toll."

State until within the past two years.

Beginning about eighteen or twenty months ago with road bonds by a special Aithough the road from Boone to Ashe- district or township, there has been voted About two years ago the State High- tablished by the State Legislature, the ville will not be a public read, but a within the State the sum of \$1,038,000 in toll road, we are getting all the people twenty-four separate localities. Many along the line interested in the highway, other places are considering the ad-They are giving us right-of-way and also making subscriptions to the stock company. When the work was started three years ago to make a survey for a route of the highway there were only a few of us who were sanguine as to the building of the highway, and there were while, which demand seems to be for not many who had very strong expecta- either a State bond issue, or else for a

EVOLUTION OF ROADS MEASURES

isfactory.

Connecticut was the third State to adopt the "State aid plan." The first State aid law, creating a triple-headed commission, was enacted in 1895 and went into effect June 1, of that year. As the d. And Crest State holds biennial sessions, all laws and appropriations are for two years. The appropriation on the part of the State for the first two years was \$75,000 per year, to which the counties and the towns continued to enter any town and lay out and expected the trunk lines without referring the matter to the towns. For trunk line improvement, the appropriation for this period of time—two years—shall be \$1,500,-000. This law also provided for the main-

The principal reason why this grand section of our country is not better known and more extensively visited is a lack of means of transportation. It is

The saw of 1897 eliminated the counties the same sections as a factor in the expense, making the State and the towns equal contributors. The total appropriation for the two science. The total appropriation for the two sciences. The total appropriation for the two sciences. The total appropriation for the two sciences. The total appropriation for the two sciences are successful to the state of the sciences are successful to the state of the sciences. The total appropriation for the two sciences are successful to the state of the sciences are successful to the sciences are

An Important Change.

ment than were the smaller towns, the law was amended so that the basis of award of State aid money provided that State reimbursed the town to the extent in towns having a grand list of over \$1,000,000 the State should pay two-thirds by was in the interest of the towns, as of the expense of the improvement, while in towns having a grand list of less than \$1,000,000 the State should pay three-fourths of the cost. The State appropriated \$375,000 for the two years. One hundred and fifty-eight towns—out of a otal of 168-made application for an aprtionment under this law, and a total \$461,380.78 was expended.

The law of 1901 provided for an approiation for the two years of \$450,000, the pasis of award remaining the same. One undred and forty-two towns applied for n apportionment and the requests for allotments exceeded the mone

vailable by \$344,640. The law of 1903 provided for an appro orlation of \$450,000 for the two years, with he same basis of award in operation. Provisions were made in this law for the planting of shade trees along the high-ways. Ten thousand dollars was appropriated for the purchase of portable stone crushers. One hundred and thirty-two towns applied for an allotment, and the um requested exceeded the amount availble by \$320,126.

Another Marked Departure.

The law of 1905 comprehended another narked departure, and one that had an portant bearing on future legislation. he fact that since the advent of the automobile the main arteries of travel had ceased to be local in character and that the improvement of these trunk lines was a hardship on the smaller towns. tourist are common in many countries of Europe, they have not been built to We have now 918 miles of State highof Europe, they have not been built to any great extent in this country, and those thus far have been constructed in the Southern Appalachian region. The scenic beauty of this highway will be its most noteworthy single feature, for the most noteworthy single feature, for the scenic beauty of this highway, and maintain the old. We also the southern Appalachian the south most noteworthy single feature. For the section of the Southern Appalachian Mountains through which the "Crest of the Blue Ridge Highway" will pass contains the highest and most rugged mountains the highest and most rugged mountains the eastern United States. The lighway will be about \$80,000 a year. We are improving the same. New features, in addition to the above comprehended in this law was tain ranges in the eastern United States. From Marion, Va., the highway will pass around Whitetop Mountain and enter North Carolina via Ashe County and pass through Boone, Blowing Rock, Lin-pass through Boone, Blowing Rock ville, Hendersonville, Brevard, and Highland, entering Georgia probably via Rabun Gap. The highest point on the road
will be Stepps Gap with an altitude of
approximately 6,000 feet, where the highway will be within 800 feet of the top of
Mount Mitchell, the highest mountain
peak of the Rockies.

On account of the character of the
country through which part of this veys and furnishing plans. An appropricountry through which part of this ly were thirty-year bonds, now they are cations exceeded the money available by highway passes and its scanty populabe necessary to build a consid- 25 per cent of the cost of building State of the movement and the appreciation of

The law of 1907 has been denominated which the State has operated.

plan instituted by Commissioner Mac-Donald having proven so popular and so effective in connecting up the intervals between improvements made under form-er appropriations that of the \$1,500,000. er appropriations that or the \$1,500,000, \$500,000 was/set apart for trunk line work. Then, too, the State extended its helpful influence to the towns by making the basis of award three-fourths in towns having a grand list of over \$1,250,000, and seven-eights in towns having a grand list of \$1250,000 on less An approach of \$1,250,000 on less An approach of \$1,000 of \$1,250,000 or less. An annual of appro-priation of \$25,000 a year was made for the epair of State roads, which, in the earlier days of the movement was an obliga-tion on the towns. The money received from automobile licenses, &c., also was set apart for the maintenance of the road system of the State under the direction of the State Highway Commissioner. The expense of advertising for proposals for

of the original construction and one fourth of the cost of repairs on roads other than the trunk lines. One hundred and sixty-one towns made application for an appropriation under this law, and the requests for allotments exceeded the mount available by \$1,627,200.

Great Powers Given.

The law of 1909 provided for an appro priation of \$500,000 a year, or \$1,000,000 for the two years. The State Highway Commissioner has the right under the to enter any town and lay out and extributed an equal amount, making a total tenance of all trunk line highways by fund for the two years of \$450,000. One hundred and two towns applied for an ap-mission was also given to the State Highortionment under this law.

The law was amended in 1897; the triple-headed commission was abolished, way formerly constructed if the town way formerly constructed if the town he has been identified with the movement ever since its inception, a total of seventeen years.

provided that of the State could adopt into its system of roads for future care and maintenance such sections of roads as had not been seventeen years. The law of 1897 eliminated the coun-improved by the State, provided said se rk completed; after the completion of the contract and its acceptance by the that the larger towns and the cities were more able to contribute for road improvement than were the smaller towns. tractors as the work progressed, and after the completion of the contract the formerly, in many instances, they were obliged to borrow money to pay the con-tractors and were obliged to wait until the completion of the contract for the State refund.

The law of 1911 continued many of the useful features of the law of 1909. The basis of award was the same; the proisions relating to trunk lines were continued. Appropriations were made as follows: For the improvement of roads other than trunk lines, \$1,000,000; for the improvement of trunk lines, \$2,-000,600; for care and maintenance, \$300,600.

C. G. NICHOLS, Clerk Highway Commission.

WASHINGTON ACQUIRES GOOD RESULTS UNDER PERMANENT HIGHWAY LAW

There has been expended for road improvement by the State; by the several counties, by the Federal government, and railroads, \$10,200,708.73 in the past two

The State tax commission has levied a half mill, yielding \$500,000 for State highways, and one mill, yielding \$1,000,000, for permanent highways. This latter i

About \$10,000,000 has been expended on roads and bridges in Washington the last two years. This may be distributed

as follows:

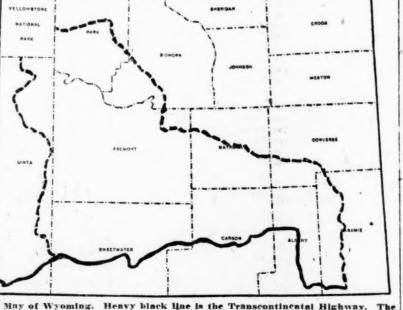
Indian reservations ...

during the last fifteen months. We are operating five State quarries follows: with convicts. We find convict labor In Oct

permanent highways and State roads to

for the biennium, 1913-15

W. J. ROBERTS. .



May of Wyoming. Heavy black line is the Transcontinental Highway. The broken lines represent highways leading to Yellowstone Park.

The good roads movement is rather, of convicts have worked with excelin its infancy in this State, active lent results on the State highway beprogress along this line having been tween Cheyenne and the eastern entrance of Yellowstone Park made only within the last two years. in way Association was organized, which most important is the transcontinental

OUEBEC TO MIAMI ROAD PROPOSED

Association Fostering Project Reports Progress Made in Last Year.

COMPLETION EXPECTED BY 1915

BURG, N. Y., NOVEMBER 12, 1912.

During 1912 a strip of road, about twenty-five miles in was completed in the Province of Quebec, Canada, between Rouses Point, N. Y. (at the boundary line), and Montreal, P. Q., leaving seventeen of the forty-two miles between these two points to be finished early next spring. A survey has been completed of the 172-mile strip between Montreal and Quebec along the north bank of the St. Lawrence River. This 172-mile stretch will be started next spring, and a strong effort made to complete it before November,

. In New York State about twothirds of the 370 miles between Rouses Point, N. Y. (at the Canadian boundary line), and New York City is entirely completed; yes, I should say fully threefourths of this is done. The contracts for the remainder have been let, with the exception of two or three little eight or ten mile strips. New York State has just voted \$50,000,000 more for good roads on election day last week, the first \$50,000,000 having been all either spent or contract-In New Jersey the road is all

done. In Pennsylvania there is practically nothing more to do. Delaware is all right, and Maryland has built two needed strips and arranged for the balance to be built next spring. Virginia has made tremendous strides. The strip from Washington, D. C., to Richmond, Va., which bid fair to be the last to be built, is now under way. Richmond city has raised \$75,000 by private subscription, the counties are bonding themselves, and the work is being pushed.

From Richmond south through Petersburg, Clarksville, and Boydton the work is being pushed. So in North Carolina South Carolina is making good progress, also. There is a difficult nah and the Florida line, but the people in that section are alive to strip in Georgia between Savanthe importance of the project and are working it out steadily and surely. In Florida they are making great strides. Much work has been done the past year. There is a bad strip below Daytona and between there and Palm Beach, but the never-say-die spirit of those Floridians is asworked out in a year or at the longest.

7/12,594.75 75,988.35 300,000.00 100,000.00 100,000.00 100,000.00 36,228.71 by Norman M. Parrott, secretary of the

national Highway Association on roads already completed or now in course of I consider the permanent highway faw construction, and on plans for highway the best good roads measure ever adopt- development to be consummated in this ed. Under it the several counties have and next year. An account of the project's constructed 169 miles of permanent roads progress recently written for old Bay Line progress recently written for old Bay Line Magazine, by Mr. Parrott, is in part as as for instance, the North Adams Board

The Greater Charlotte Club of C. In October, 1911, some of the officers of

burg, N. Y., and Mr. George A. Sir of Montreal, Canada, while they ng Legislature will appropriate \$3,000,000 spending a day in Baltimore on their way Richmond. Va., to attend the first

eeting of the American Road Congress. Mr. Hadley and Mr. Simard had pre-viously made it known that they thought here should be a modern highway connecting Canada and the United States

With the able assistance of Edwin L. Quarles, director of the Greater Balti-more Committee; H. M. Luzius, secretary of the Automobile Club of Maryland; Preston Belvin, president Virginia State Automobile Club; Capt. Bennehan Cameron, Stagville, N. C.; Gen. Julian S. Carr, we were successful in organizing the Quebec-Miami International Highway Association, and electing its officers, in less than three days from the time the suggestion was made.

note and foster an organized effort for the building or improvement of such roads as, when connected, will make an adequate continuous highway for shortest practical route from Quebec, mada, to Miami, Florida.

There was elected one vice president and one member of the board of directors

that provisions have been made for modern highway covering nore than three-fourths of the route. At the annual meeting, the president, irst vice president, and secretary were

urg, N. Y.; first vice president, George L. Simard, Montreal, P. Q.; secretary, Norman M. Parrott, Baltimore, Md.: treasurer, Leonard Tufts, Pinehurst, N. C. homas Nelson Page, Washington, D. C.

Commercial Organization In Good Roads Campaign

Facts Brought Together From All Over the Nation that Show City and Country to Be Working Together.

Secretary Norman M. Parrott Tells of Project of Highway From Canada to Gulf.

BRIEF PREPARED BY HOWARD D. HADLEY, PRESIDENT QUEBEC-MIAMI INTERNATIONAL HIGHWAY ASSOCIATION, PLATTS-BURG, N. Y., NOVEMBER

Within fifteen years the commercial organizations of the United States have multiplied by the thousands. Within fifteen years the strongest and most effective agitation for road improvement has come, not by initiation in the country districts, but by the recognized dependence of the cities, particularly the cities of smaller size, upon good connection with the country. In other words, I am simply stating that improved vehicular transportation—which finds its highest form in the automobile—and the rapid development of commercial organizations cover practically the same period of time.

BURG, N. Y., NOVEMBER cover practically the same period of time. Commercial organizations in practically every town of any size are helping along the good roads cause in some effective way—by instigating legislative action, by field. Stockton, Harrisonville, Sedali with State highway commissions—by ap
Mount Vernon, and numerous other pointing special committees to investigate have been very active in the promulga road conditions—by holding "good roads tion of good roads interests. In fully tw rallies"—by distributing literature urging activity for good roads.

Uniting City and Country.

The common sense of the situation that has been recognized in rural regions as on as presented to their consideration commercial organizations is that good roads must lead somewhere-good roads must be provided for the main lines of travel—the main lines of travel must, in all cases, be toward a market as repre-sented by a good-sized town or a shipping point. Consequently, apart from th improvement of a few scenic highways, the efforts of commercial organizations in the past few years have been entirely practical and have brought immediate return to the country region through tion, usually one-third of the programs

of traction When I come to detailing all these acform of these activities, and embar-rassed also by the fact that I cannot highway construction. The Pacific High tell you one fraction—in the time allotted to me—of what has been done. I can simply place before you a few activities Oregon, and California, and is promoti of unusual interest and ask you to assume that other activities are common couver, Wash., to Tia Juana, Mexico of unusual interest and ask you to as-sume that other activities are common the nation over. Let us refer to what has been done in Meridian, Miss., as a type of the effort to link the producing dresses, and almost weekly items for untry region with the consuming city. nished to the press noting the progress Through the activities of the commercial the work.

organization—the Board of Trade—the city

The chie of Meridian is now the hub of an arrangement of roads like the spokes of a State of South Dakota is the State De wheel. In eight directions highways have been improved for a distance of five miles. The material used for every yard zations. This organization enlists under of the whole distance was novaculite, im-

Some Unique Efforts.

In a unique undertaking in Ellis, Kans., the Commercial Club brought men together and completed on "Good Roads Day," the working of all roads leading

Another example of commercial organizations actually working roads in Kan-sas, was that of the six-mile road leadsas, was that of the six-mile road leading from Linn to Palmer in Washington County. All labor was given free; there were 150 men, 57 teams, and 2 traction engines at work. The State engineer furnished a man to superintend the work and give personal attention to the building of one mile of model road. The two commercial clubs of these towns had the hearty co-operation of the business men hearty co-operation of the business men After his report is received, it is the in

and the highway officials.

The Manhattan (Kansas) Motor Club recently held a similar meeting, and has created excellent results by giving a road drag free to each farmer who will

After his report is received, it is the intention to vote bonds for the improvement of some 150 miles of road, the approached excellent results by giving a road drag free to each farmer who will

Kansas Team Work. agree to keep a piece of road in shape. In Kansas the commercial of There are now 100 such road drags in Norton, Hutchinson, Emporia, operation near Manhattan.

The State Good Roads Association of In each case expert speakers were presented has prepared a bill to be presented to the Legislature in April, prothe entire State with a network of hard- bodies in the State.

Massachusetts Activity.

with convicts. We find convict labor very efficient. Their employment serves the Greater Baltimore Committee and the a double purpose—to help the convict and to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Automobile Club of Maryland conferred with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Judgislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley, of Platts—the Greater Baltimore Committee and the Legislature has just approcessful one ever held in the S prize to furnish road material at a reasonable with Mr. Howard D. Hadley of Platts—the Greater Baltimore Committee and the Judgislature has ju roads, built in twenty years at a cost of very materially

8,000,000 and over. The Board of Trade of Indianapolis is

The Oregon Development League and county. the Portland Commercial Club have for endeavors to secure such needed legislation. Both organizations are now backing an initiative road measure to be sub- times one hundred miles of road & day

this line by co-operation with commis- convention five years ago. either in the government or posed of business men united in the one cial organizations of Memphis, Chatta purpose of securing good road conditions.

Down Southwest. In Arizona, the Good Roads Associa-

tion has the co-operation of all the de- larly interested itself in the developme velopment organizations, and is practi- of roads in southeastern Tennessee, with cally made up of representatives of these bodies. It is through the activity of the commercial organizations in Arizona that The Nashville Board of Trade maintains the Tri-State conference was held in an assistant secretary from each State and province through which the highway will pass.

The reports of the first annual meeting, which was held at the Marlborough-Blenheim, Atlantic City, last month, show Due to the co-operative activities of the commercial, improvement, and automobile organizations of Rhode Island, near-ly all of the business houses of Provi-dence make dally deliveries through the growing out of the vision of commercial re-elected. The following is a list of the officers for the fiscal year of 1912-1913:

President, Howard D. Hadley, Plattsburg, N. Y.; first vice president, George

A Simard Montreal P. O.; secretary were denoted make daily delivered through the stowing out of the vision of commercial organization. I shall claim, therefore, that your great campaign finds its best aid in organized bodies deeply interested in locality development. Wonderful results have been achieved

through educational campaigning, the securing of experts to give the benefit of the State in highway improvement by Among the twelve directors are Charles of their knowledge at conventions; by State-wide publicity in the form of literian T. DuPont, Wilmington, Del.; ertaure and general agitation of the sub-

efforts of the secretaries of the Cham- \$400,000 above mentioned.

Address of G. Grosvenor Dawe, Chief bers of Commerce of Charleston, Columof Editorial Division of the Chamber of bia, Newberry, and Spartanburg, grea Editorial Division of the Chamber of impetus was given to the movement the establishment and maintenance ca, before the American Road Congress.

Atlantic City, October 2, 1912.

Atlantic City, October 2, 1912. Within fifteen years the commercial or- Carolina is a network of heavy lines from

> lumbia, Fayette, Carrollton, Salisbury Trenton, Maryville, Cameron, Platte City thirds of the above towns, the spec road districts, which are doing excellent road work, owe their organizations, and especially the initiative for such organi-

zation, to the Commercial Club.
Convention work is a most favore
method of discussing road questions. Missouri the State organization of commercial clubs in their last session gave great part of their programme to the discussion of this important question as appointed a committee to investigate and report on road conditions.

On the Pacific Coast.

At the meetings of the larger organiz tions of Washington, such as the South west Washington Development Associa is given to the discussion of the re-cuestion. The commercial clubs dev

The chief factor in the good roads ag its standard all the commercial club the various cities, and under its dire tion there have been called meetings f the purpose of projecting cross Star

highways. The commercial clubs of Minneson have joined with the State highway cor mission in advancing the cause of goo roads, by calling farmers' meetings an getting rural regions interested. have also contributed money for im-proving roads leading into the market

In Kansas the commercial clubs and Salina, working with the number of organizations have been can Threshermen's Association, held good the instigators of good roads legislation. roads meetings in their respective towns

The central highway of North Carolina to work out a State plan for covering construction by several commercial surfaced roads.

The Charleston (W. Va.) Chamber of committee, and through this committee. 25,28.71 of the committee of the association organized to further plans for it. Mr. Parrott bases his prediction upon reports made to the Quebec-Miami International Highway Association on roads already completed or provide the second of the success of this bill.

The Charleston (W. Va.) Chamber of the committee, and through this committee, and is provided to the committee of several meetings in the interest of the committee of the several meetings in the interest of the several meetings in the interes of the prime movers in obtaining a \$50, In Massachusetts several of the larger The Board of Trade and the Retail Me road problems have been advocated and chants' Association of Asheville have as of Trade was very strongly in favor of the new highway over Florida Mounth on the local structure has just appro-County's link of the central highway The Board of Trade of Indianapolis is co-operating with the Indiana Good Roads Association in placing before the agitation for good roads movements, and Legislature a bill providing for more effective legislation in connection with or the Board of Freeholders of the

The marvelous' transition in Georgia mitted to the people at the general elec- was improved by the use of convicts, is The majority of commercial organizations have done most effective work in ber of Commerce, which called a State

In the State of Tennessee the commer nooga, Knoxville, and Nashville have all taken active interest in the development of good roads throughout the State. The Knoxville Board of Trade has parti

About two years ago the State Highways can add the State Legislature, the most important is the transcontinental has been active in promoting the good roads sentiment, and in working with local good roads clubs and commercial clubs in producing good results.

In 1911 the State Legislature enacted statutes establishing several State duite extensively by automated statutes establishing several State highways the one to the State considerable importance is the one combined at the state engineer, and providing for the State with the state engineer, and providing for the State with the state engineer, and providing for the State with the state engineer, and providing for the State with the state.

A J. PARSHALL.

State Engineer, Cheyenne, Myo,

Of the several State highways established by the State Legislature, the floway of page, Washington, D. C. H. M. Luzius, Baltimore, Md. is one of the fourteen vice presidents.

After carefully going over the reports of the fourteen vice presidents and irrectors of, the various States, both Mr. Hadley and believe of the various States, both Mr. Hadley and believe of the various states, both Mr. Hadley and believe of the various states, both Mr. Hadley and believe of the state Legislature enacted in giving out the statement, that the Quebec-Miami Intercapt of the State Legislature enacted in giving out the statement, that the Quebec-Miami Intercapt of the state thousands of money appropriated by the State legislature enacted are feetive service through a State-More defective service through a State-Microstopic of the feotive service through a State-Mighway of the torous of the various states, both Mr. Hadley and boulevard. The commercial bout the various states, both Mr. Hadley and the various states, both Mr. Hadley and the various states, both Mr. Hadley and the vertising the advantage of good roads. The commercial bodies of Illinois have vertically the state thousands of money appropriate by the State Legislature enacted wide campaign for the vertical particle of the Union Pa The Wilmington Board of Trade ren-and supervision of a State Highway Company who is assisted by a court

and

and

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United States of America, and is prepared for the use of editorial writers, com-

izations, current information regarding the development of the nation. Every reader is therefore invited to be a correspondent regarding local, State, or na-

tional facts of agriculture, mining, manufacturing, transportation, distribution,

Five cents a copy, or \$1.00 for 20 consecutive issues.

MONDAY, NOVEMBER 18, 1912.

THE NATION'S BUSINESS.

(Reprinted from No. 1.)

to understand the interests of our population, without whose activities

than either waste or disuse, and therefore to move for conservation that

transportation, distribution, and finance, and in various activities de-

The nation's business is to strive for a genuine equilibrium be-

The nation's business is to work for unity of purpose in variety

The nation's business is to safeguard from exploitation all who

The nation's business is to learn the extent of our resources and

The nation's business is to regard the use of resources as better

nercial organizations, and the councilors of constituent members.

finance, education, the professions, the government, and altruism.

shall safeguard the future while serving the present.

every human being who, in his place, is doing his duty well.

ment in the years that yet stretch before a nation so young.

tween agriculture, industry, and commerce.

breathed the breath of life as a nation.

in every nook and corner of our far-flung territory.

"The Nation's Business" is the organ of the Chamber of Commerce of the

'The Nation's Business" will gather for the use of newspapers and organ-

A. B. Farquhar, Pennsylvania. H. E. Miles, Wisconsin.

Chairman Executive Committee.

Assistant Secretary.

John H. Fahey, Massachusetts

J. N. Teal, Oregon. S. D. Jones, Georgia.

Treasurer.

Chief of Editorial Division.

G. Grosvenor Dawe.

resources have no value.

John Joy Edson, District of Columbia.

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A CLEARING HOUSE PROVIDED Every business organizatiaon of any standing in this country should be a member of the Chamber of Commerce of the United States,

for by no other means is it possible to crystalize the business opinion of the United States in a fair and equitable way, and make it effective. The common meeting place, the clearing house provided by the National Chamber, will help individual organizations in the solution of their problems through the exchange of ideas, and thus strengthen the business situation in every section of the country. A large part of the success that has been gained in commercial development in European countries in recent years has been due to the co-operation of government and business men through the medium of organizations built along lines similar to those of our National Chamber,

Extracts from By Laws of the Chamber

The following are quotations in part from the by-laws of the Chamber of Commerce of the Chamber of Commercial or business organizations whose chief purpose is the general depart from the by-laws of the Chamber of Commerce of the United States of America. They answer questions as to (1) Name and Purposes; (2) Membership; (3) Representation; (4) Dues; (5) Councilors; (6) Submission of Questions.

ARTICLE 1—Name and Purpose.

JOHN H. FAHEY.

Chairman Executive

Boston, Mass.

Ouestions.

ARTICLE I—Name and Purposes.
This association shall be known and designated as the Chamber of Commerce of the United States of America. It is formed for the purpose of encouraging trade and commercial intercourse between the States, the Territories, and insular possessions of the United States of America and with foreign nations and of promoting coforeign nations and of promoting co-operation between chambers of com-merce, boards of trade and other comoperation between chambers of commerce, boards of trade and other commercial and manufacturers' organizations of the United States, increasing their efficiency and extending their usefulness. It is intended to secure cousefulness. It is intended to secure cooperative action in advancing the compensation having twenty-five members shall secretary.

It is intended to secure to secure tion having twenty-five members shall secretary.

It is intended to secure to secure tion having twenty-five members shall secretary.

It is intended to secure to secure tion having twenty-five members shall secretary.

THE NATION'S BUSINESS delegates and ten votes. No member of this chamber shall be considered to be in good standing unless its dues shall have been paid in full to date. Section 2. (This section defines credentials.) ARTICLE IV-Dues.

Section 1. The annual dues of each John H. Fahey Boston, Mags. | Frederick Bode Chicago, Ill. constituent member of this chamber shall be payable to the secretary on Editor G. Grosvenor Dawe, the date of acceptance or of election of the member, and thereafter annually on that date. "The rate of dues for each member shall be based upon the scheduled annual income from membership fees and shall be approximately one-half of I per cent of such scheduled income, provided, however, that no member shall pay annual dues of less than \$10 or more than \$700.

Section 2. For convenience in fixing dues on the basis set forth in the foregoing section, and in order that computation may be more easily made, members shall be divided into classes and pay dues as follows:

Section 3. The income from membership fees in each organization shall be based on the scheduled individual Names of those other than editors, organizations, or councilors who desire to receive "The Nation's Business" regularly will be registered at the rate of fees multiplied by the number of members in the organization.

Section 4. If an organization has several classes of members paying different rates of dues the board of directors of the chamber shall decide in which class the organization shall be placed in fixing its annual dues to the chamber. Section 5: (This section provides

for suspension for nonpayment of

ARTICLE VIII-National Councilors Section I. For the purpose of securing continuous co-operation with the board of directors of as many able business men as possible in every secagriculture, mining, and manufacturing; in three distributive lines, the National Council, which representing every organization in the cham-

pendent upon production and distribution—education, the professions, governmental life, altruistic service, and the like.

The nation's business is to believe that all who render service are ceptitled to reward, and to implant the element of hope and courage in entitled to reward, and to implant the element of hope and courage in who shall be chosen by said member immediately following its election to membership in such manner as said constituent body may prescribe. Said member shall be known as a National Councilor and shall serve for one Chicago of tasks; to seek to produce one spirit of patriotism, expressing itself year and until his successor has been in the activities and aspirations of forty-eight States and our insular Gouncilor shall become vacant it shall possessions, and to look forward to more cohesiveness and riper judg- be filled by the election of a new councilor by the body affected. Section 3. At least one day in ad-

vance of the annual meeting the Nacome from foreign lands to throw in their lot with us, and to impart immediately to their children the sense of actual inheritance in all the of the president. It shall also meet at deeds and growth and successes that have been ours since we first such times and places as in its judgment may seem best, and it may be convened in special session upon call The nation's business is to place before each American child such educational opportunities as can prepare it for the battle of life.

"The Nation's Business" will set forth periodically affirmative information and thought regarding our progress as a nation. Its columns will not be controversial. It will not touch partisan politics. It will touch partisan politics. It will touch partisan politics are considered to be convened in special session upon call convened in special session upon call of the president or by vote of the board of directors, or by demand of one-third of its members. Notice of all meetings of the National Council shall be sent to each member at least twenty days in advance thereof, and assume that each public servant is well-intentioned and that he is entitled to that assumption until proved unworthy. "The Nation's Business" will neither muck-rake, denounce, or defame. Its editorial motive ter is submitted to the members of of organized efforts the constantly varying phases of development conof organized efforts the constantly varying phases of development con-nected with the resources of the nation, so that knowledge may be meetings of the National Council. If

widely increased and constructive suggestions become quickly known he is unable to be present he shall designate one of the vice presidents Section 4. At the meeting of the council preceding, the annual meeting of the council preceding, the annual meeting of the chamber and the order in which questions to be submitted shall come up for discussion shall be submitted to the National Council for approval. It may consider any questions included in the programme and express its

opinion on them for transmission to the annual meeting.
Section 5. It shall be the duty of each National Councilor to bring to the attention of the officers and directors all matters that come to his notice in his own locality valuable to the members of the chamber for pur-poses of information or such questions as seem to him to call for consideration on the part of the board of di-rectors, or the membership at large All questions of national character submitted by mail for the consideration of members as hereinafter provided for shall be brought to the direct at-tention of the National Councilor representing each organization when the aforesaid question is transmitted to the secretary of his organization. It shall be incumbent upon the said councilor to see that the question is given prompt attention by his organi-zation and its expression of opinion returned in due order to the national

headquarters.
Section 6. No paid official or em

present at a meeting a subject not so and vote at all meetings. An associa- writing and forward it to the general

on purposes of its members, uni-be entitled to one delegate and one secretary to bring this question before formity and equity in business usages and laws and proper consideration and ditional members in excess of twenty. and laws and proper consideration and concentration of opinion upon questions affecting the financial, commercial, civic, and industrial interests of the country at large.

ARTICLE II—Membership.

Section I. Commercial or manufacturers' associations not organized for private purposes shall be cligible for the country at large.

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Section I. Commercial or manufacturers' associations not organized for the ditional members in excess of twenty-five members and one vote; and association of less than the ditional delegate and one vote; and association of less than the ditional delegate and one vote; and association of less than the duestion private ditional members in excess of twenty-five members in excess of twenty-five one additional delegate and one vote; and the board of directors by mail or telegist, where-question and the distinct of the country five one additional delegate an

Organization Members of the Chamber of Commerce, U. S. of A.

	State Delcand City Organization Councilor gat	7
1	Alabama—	
ı	Mobile	•
	Alaska— #	
	Arizona	
	PhoenixBoard of Trade	
	Arkansas—	
	Pine BluffChamber of Commerce	
	California-	
	Sacramento Chamber of Commerce	
	San Francisco Chamber of Commerce	1
	Santa Cruz Chamber of Commerce	
١	Colorado-	
)	DenverChamber of Commerce	
	Connecticut—	
)	Bridgeport Board of Trade S. E. Vincent	
)	Derby State Bus. Men's As. of Conn., Inc	

New Haven..... Chamber of Commerce......

A NATION-WIDE SUGGESTION

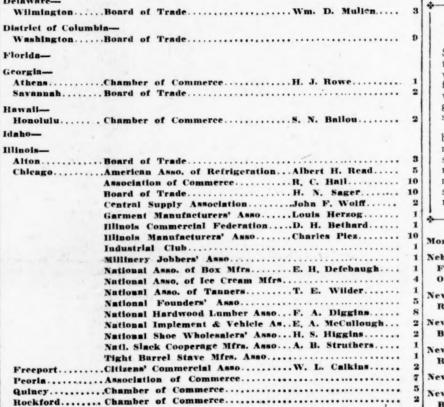
Every commercial organization should belong to the National Chamber equally because of what it can give and because of what it can get.

It can give force and power and the support of its section to the intelligent expression of the best business judgment of America upon

nation-wide questions. It can originate discussion and formal consideration of any and all questions deemed by it of pressing present consequence. It can get for its members and its com-munity the very latest and best judgment of

all the other commercial organizations of the United States. It will receive semi-official recognition and assistance from the Federal government through the offices of the National Chamber. It will secure the benefit to be derived from offisetting cheap politics in a deeper study of

underlying conditions and national require-Vice President of Misments than has ever before been attempted in sissippi Valley States.





A CALL FROM PENNSYLVANIA

Commercial organizations should become members of the Chamber of Commerce of the United States, because our chamber is a clearing house for all the business of the country, and through its medium, matters of importance can be brought to the attention of Congress and governmental departments in stronger and better form than through any other source, and since in Union there is strength, our chamber will combine the strength of all other organi-A. B. FARQUHAR, Vice President for Eastern States, York, Pa. benefit of business and the community generally.

Commercial Club.....

Council Bluffs Commercial Club Davenport Greater Davenport Committee, Inc. Des Moines Greater Des Moines Committee C. S. Walker Harshalltown Marshalltown Club Dakaloosa Commercial Club	
Abilene	

*Hammond Chamber of Commerce.... Indianapolis.....Board of Trade..... 5

New Albany Chamber of Commerce C. L. Jewett 2

Indian Harbor....Commercial Club...... 2

NEW ENGLAND'S JUDGMENT

Local and State commercial organizations can make but little progress on any question of national interest, or of State interest only. which must be brought before Congress. They simply represent one locality, and their importance is relatively small; their requests can be laid to one side or refused with ease by Congressional committees. Such is not the case with the Chamber of Commerce of the United States. When it presents a matter or advocates a certain action, it will appear as the representative of the commercial interests of the entire nation; it will speak with authority, and its words will be carefully weighed by the national legislators.



Director, Brigdeport, Conn.

Kentucky-Hopkinsville Business Men's Asso................. R. L. Castleberry ... Louisiana-Bangor Board of Trade Maryland-Annapolis Chamber of Commerce 1
Baltimore Chamber of Commerce C. England 4
Flavoring Ext. Mfrs. As. of U. S. . . W. M. McCormick 1

Fredetick Board of Trade 2. J. Markey 2



Director, Milwaukee, Wis.

NORTHWESTERN STATES INVITED

The country is confronted at this time with number of non-partisan problems. Neither congress nor the Department of Commerce and Labor have ever been able to secure the true sentiment of the business interests of the country on non-partisan national issues. Trade organizations and local chambers of commerce have been too restricted to correctly express an opinion for the country as a whole. The Chamber of Commerce of the United States of America with a wide-spread membership of business organizations can alone reflect this national sentiment and express essential crystal-ized business opinion. All local commercial organizations should immediately become mem-bers.

	State		De	le-
2	and City	Organization	Councilor	tes
4	Massachusetts-	(
10	Boston	Chamber of Commerce E.	A. Filene.	10
3		Massachusetts State B. of TJ.	H. Corcoran	1
0		New England Shoe & Leath. Asso T.	F. Anderson.	3
	Everett	Board of Trade		3
9		Board of Trade D.		
		Board of Trade		
4	Salem	Board of Trade		4
	Springfield	Board of Trade	. H. Shuart	10
••	Michigan-			
*		Board of CommerceL.	E. Wilson	10
Ĭ	Fiint	Board of Commerce	H. Sarvis	6
1	Grand Rapids	Association of Commerce	F. Sweet	10
1	Kalamazoo	Commercial Club		4
1	Saginaw	Board of Trade	A. Cimmerer.	9
		Wholesalers' & Mfrs. AssoE.	Schust	1
1	Minnesota-	_		
1	Duluth	Board of Trade	. S. Moore	2
1	Minneapolis	Chamber of Commerce	H, Woodworth	6
1		Civic and Commerce Asso		10
	St. Paul	Association of Commerce	*******************	10
i	Mississippi-			
1	Greenwood	Business League	**************	*
1	Missouri-			
1	Carthage	Business Men's League	******	1
١	Joplin	Commercial Club	************	3
1	Kansas City	.Commercial Club		5
1		S. W. Interstate Coal Op. Asso C.	S. Kelth	1
1	St. Joseph	.Commerce Club		
1	St. Louis	Business Men's League	. D. Simmons.	10
1		Manufacturers & Exporters' Asso I.	H, Sawyer	3
1		Merchants' Exchange		10
1	100	Natl. Confectioners' Asso. of U. S A.	. J. Walter.	5
1		Natl. Pipe & Supplies Asso		
+	Springfield	Jobbers and Manufacturers' Asso		1
*		Young Men's Business Club		4
3	+			-4
43	1 1			1

SOUTHEASTERN STATES WELCOMED

The "reasons why" are easy! Every local, State or national trade or commercial organization was born out of a realization that indi-vidual effort could only produce results bene-ficial to the individual—combination of effort was necessary when mutual protection or the general good of an industry or a section was

So it logically follows that local commercial bodies and single trade organizations should now combine their efforts by obtaining representation in the National Chamber of Commerce, which provides the only practicable method of establishing a clearing house for the solution of questions which affect the com-



Director,

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remont	Commercial Club		
vada-			
	Commercial Club		
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w Jersey-	Board of Trade		
tanway	Board of Trade	M. M. Davis	
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Brooklyn	Manufacturers' Asso.	of N. Y	
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		Accountants. E. L. Suffern	
New Tork		AssoL. L. Rue	
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		Asso	
		ers' AssoG. L. McCarthy	
		lp AssoA. C. Hastings	
		letyW. C. Coffin	
		S. T. Hubbard	
	Merchants' Associatio	nS. C. Mend	1
		Ifrs., Inc	
	National Asso. of Clo	thiers W, R, Corwine	
	Natl, Asso. of Glue &	Gelatin Mfrs R. W. Powell	
	Natl. Asso. of Mfrs. of	f the U. S. A H. E. Miles	1
	Natl. As. of Sta. & Mf	rs. of U. S. A. F. B. Glbbs	
	Natl. Cotton Garment	Mfrs.' Asso	
	Natl. Wholesale Dry	Goods Asso	
		ers' As., U. S D. T. Ackerly	
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	Bastern Millinery Ass		



HORACE H. ALLEN, San Francisco, Cal.

NATIONAL SUGGESTION FROM THE PA-CIFIC COAST

The reason that should induce all commercial organizations in this country to join the Chamber of Commerce of the United States of America is a fundamental one and has for its basic principles the same process of reasoning that caused the original thirteen States to federate, that brings the labor organizations, the fraternal, and scientific societies together into central bodies. All political, industrial, and sociological movements for the betterment conditions have centralized their efforts, and commercial bodies must unite in their own interest in some similar manner, the best exemplification of which is the Chamber of Commerce of the United States.

	. 1
Niagara Falls Board of Trade	5
Oswego	2
Plattsburgh Chamber of Commerce J. A. Ritchie	3
PoughkeepsleChamber of Commerce	4
RochesterChamber of Commerce	10
Natl. Asso. of Employing Lithogra. P. D. Oviatt	
Natl. Boot & Shoe Mfrs. As., U. SC. H. Jones	2
Utien Knit Goods Mfrs.' Asso	1
North Carolina-	
Washington Chamber of Commerce	1
Wilmington Chamber of Commerce M. J. Corbett	3
Continued on Page 8.	

A MESSAGE FROM A SMALL STATE Local commercial organizations represent the thought or needs of particular localities or

communities, and are usually operated along lines of local needs. In this respect they have become very important factors in building up cities, towns, and communities. There are, however, other broader national questions on which they cannot be heard. This means that the commercial organizations must depend upon some well organized medium for collectupon some well organized medium for confecting, concentrating, and disseminating information on national questions and thus help local organizations solve their problems. The Chamwilliam D. Mullen, ber of Commerce of the United States of Director, Wilmington, Del.



East Liverpool... United States Potters' Asso..... Youngstown Chamber of Commerce



SUGGESTION FROM THE EMPIRE STATE Commercial organizations should become members of the Chamber of Commerce of the United States of America for the purpose of naving voice in the legislation by Congress or State Legislatures concerning commerce in this Heretofore, commercial interests from different sections have pulled in different directions and failed because Congress could not decide between varying representations. When the commerce of the country shall speak in unison, Congress will heed its demands. The

chamber will promote education in all matters

of business, because the referendum will stimulate discussions among members of constituent organizations. It will increase the influence

National Petroleum Asso.....

LUDWIG NISSEN. Director. New York City.

Oklahoma—
Oregon-
Marshfield Chamber of Commerce
Portland Chamber of Commerce E. C. Giltner
Pennsylvania—
Affentown Chamber of Commerce E. J. Lumley
Beaver Falls Mfrs. Asso. of Beaver County F. W. Walker Tile Mfrs. Credit Asso
Philadelphia Chamber of Commerce Natl. As. of Hoslery & U'd'w, Mfrs. F. W. Simons Paint Mfrs.' Asso, of U. S E. T. Trigg
Pittsburg American Warehousemen's Asso H. McDaniel Chamber of Commerce W. H. Stevenson Onkland Board of Trade
York Chamber of Commerce A. B. Farquhar Wilkesbarre Chamber of Commerce

of each organization.

ADVICE TO KANSAS ORGANIZATIONS

All commercial organizations should be members of the Chamber of Commerce of the United States of America, because its purposes, as set forth in its articles, are laudable and well calculated to be of inestimable value to our commercial interests, the upbuilding of which is their chief aim. It will create a clearing house for advanced thought concern-ing commercial matters and have a broadening influence and tendency to familiarize mem bers with subjects of national as well as local importance. But without the general support, both moral and financial, of these organizations the full measure of success can never be at-





B. F. KAUFFMAN.

IOWA'S DIRECTOR ADVISES WESTERN STATES

Any body of men possessing a reasonable degree of intelligence, willing to give their time to the consideration of national questions, must necessarily accomplish something. When, in addition, they supply the initiative by putting in motion the machinery to carry out their work, they lack only one force, namely, the active support and advice of commercial or-

ganizations, local or national in their scope. This force supplied, we have an associawhich is the clearing house of constructive ideas, whose activities will develop to a greater extent both our local and national pos-Such an organization is the Chamber of Commerce of the United States of

Every commercial organization owes its support not only as a selfish duty but a

Des Moines, Iow	za. State and national obligation.
Washington-	,
Seattle	est Coast Lumber Mfrs.' AssoJ. N. Teal
West Virginia-	
Wisconsin-	
	namber of Commerce
Me	erchants & Manufacturers' Asso A. T. Van Scoy
Wyoming-	
Turkey— ConstantinopleAi	m. Cham. of Com. for The Levant
*Pending.	A .

KENTUCKY ORGANIZATIONS INVITED.

There is one main reason why each and every commercial organization in America should be a member of the Chamber of Commerce of the United States of America:

There are commercial organizations representing the interest of business men in nearly every city and town of any consequence, and each of these organizations can, through its representative in the National Chamber, voice the opinion of the business interest he represents and the desire of his constituents in the government rulings affecting their interests. I believe the government will recognize this body as authority on certain business regulations that are controlled by them, provided the National Chamber will maintain the spirit and live up to it in not being partisan or

R. L. CASTLEBERRY, Councilor, Hopkinsville, Ky.

FIRST ANNUAL MEETING

COPY OF CALL

Mailed October 20, 1912

Chamber of Commerce United States of America

Riggs Building, Washington, B. C.

NOTICE OF ANNUAL MEETING

IN ACCORDANCE WITH THE PROVISIONS OF THE BY-LAWS OF THE CHAMBER AND AS DETERMINED BY THE BOARD OF DIRECTORS, THE FIRST ANNUAL MEETING OF THE CHAMBER OF COMMERCE OF THE UNITED STATES OF AMERICA WILL BE HELD IN WASHINGTON, D. C., BEGINNING TUESDAY, JANUARY 21, 1913, AND NOTICE IS HEREBY GIVEN TO THAT EFFECT.

INFORMATION IN REGARD TO PLACE OF MEETING, NUMBER OF DAYS OF MEET-ING AND OTHER DETAILS WILL BE FURNISHED AT A LATER DATE.

ELLIOT H. GOODWIN. General Secretary.

EXTRACT FROM BY-LAWS REGARDING ANNUAL MEETINGS

"THE REGULAR ANNUAL MEETINGS OF THIS CHAMBER SHALL BE HELD AT SUCH PLACE AND AT SUCH TIME AS MAY BE DETERMINED BY THE BOARD OF DIRECTORS. NOTICE OF THE TIME OF EACH ANNUAL MEETING SHALL BE MAILED TO EACH CONSTITUENT MEMBER AT LEAST NINETY DAYS IN

Organizations not yet affiliated with the Chamber of Commerce of the United States of America should take immediate action.

This issue of The Nation's Business includes all sections of the by-laws that need to be understood before applying for membership.

The reason for prompt action is that subsequent to election the choice of councilors and delegates will have to be made.

EXTRACTS FROM BY LAWS OF THE CHAMBER

Continued from Page Seven.

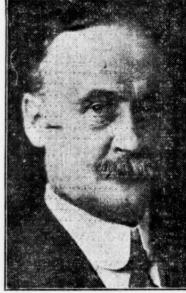
mitted by a constituent member is not of national character and should not therefore be sent to the membership for consideration, the proposing mem-ber may appeal from the decision of the board to the National Council at any meeting of that body, or by mail through the office of the general sec-If the National Council decides by a majority vote that the ques-tion should be referred to the membership it shall be incumbent on the board of directors to order its sub-

In ordering the question printed the directors shall determine the length of the statement which may be submitted with it by the proposing member. The printed question and brief shall be transmitted to each member of this the action taken. chamber as soon as practicable, and

the national headquarters within forty-In returning said opinion each body shall also register a pre-Hminary or test vote on the subject. may cast one such vote for each delegate to which it is entitled in the approval of more than one-third annual meeting. No vote shall be valid unless received by the general secre-2 tary within forty-five days of the date of the mailing of the question.

In forwarding the question it shall be the duty of the general secretary to advise each member of the date in which the right to register votes ex-

Section 4. (Immediate Action.) If before the expiration of forty-five days from the date the question and brief were sent out votes representing more than two-thirds of the voting strength of the membership are registered i favor of the proposition, the general secretary shall immediately certify that fact to the board of directors. Thereupon, the question shall be recorded as having been approved by the chamit shall be the duty of the board of directors to take such steps



LEVI L. RUE. Councilor, Association in the Chamber of Commerce of the United States

of America. dustry which he displayed, the aptitude with which he mastered the tasks intrusted to him and his fidelity won Mr. Rue promotion through all the intermediate positions of the bank, as teller, assistant cashier in 1893, and cashier in 1894. Six years later, in 1900, he was elected vice president of the bank, and in 1907, was called to the presidency. Mr. Rue is otherwise prominent in financial circles, being chairman of the Clearing House committee, which is the Executive ing chairman of the Clearing House committee, which is the Executive Committee of the Philadelphia Clearing House Association. Mr. Rue is also the president of the National Currency Association of the banks of Philadelphia and director of the Philadelphia Trust, Safe Deposit and Insurance Company, and the Provident Life and Trust-Company.

ADVICE FROM THE OLD DOMINION

As the success of local commercial organizations depends in a large measure upon their knowledge of nation-wide conditions, such organizations should be affiliated with a national organization; furthermore, the co-operation of each local organization adds value to the national organization, which in turn becomes the greatest asset of the local organization. Local commercial organizations are a com-

bination or association of interests who desire to enlarge and expand their activities, and these results can best be attained by co-operating with other similar organizations through the medium of a national organization, and as the Chamber of Commerce of the United States of America offers this opportunity, I think that every local organization should become a member of this national organization without

as may be necessary to make effective present. On all yea and nay votes

C. G. CRADDOCK.

Director,

Lynchburg, Va.

board to make the action effective. Section 5. (Further Consideration.)
If the question has failed to receive the votes necessary as set forth in the lution which may appear upon the of

lowing conditions: (A) The opinions received from the various members shall be put in type and referred to the proposing member, said member shall have an opportunity to consider them and to add a final argument n support of its project, of such length as the board of directors

shall prescribe. (b) All of these opinions shall be assembled in a printed pam-phlet, a copy of which shall be forwarded to each member and to each National Councillor.

On receipt of the pamphlet shall be the duty of each member to consider the whole project in the light of the opinions expressed in all parts of the country, and to register a definite vote on the proposition within fortyof the date of mailing of pamphlet. One vote may be cast for each delegate to which the member is entitled in the annual meeting.

If the question shall be approved on this submission under the same terms as in section four of this article, it as in section four of this article, it shall be mailed to the members of the shall be mailed to the shall be maile

the board shall follow. Section 6. (Reference to Annual programme for consideration and ac-

provided for, but such a question shall (6) If a question has been submitted by mail and the time for registra-delegates present object thereto, and tion of votes respecting it has not exits submission by mail as hereinbefore pired before notice of the annual meet-provided for shall be ordered on the ing is sent out, it shall be considered recording of a two-third vote in favor as a pending question, and shall go of that method of procedure.

Section 8. On all questions before a annual meeting. meeting of this chamber on which a (7) On a question submitted taken viva voce, or by division,

each constituent member shall be en-If at the expiration of forty-five titled to as many votes as there are simultaneously the general secretary shall mail a copy to the National Councilor representing each constitu-Councilor representing each constituent member.

The question shall be accompanied by a notice from the general secretary that each body is expected to express its opinion on the question in writing and mail said opinion to reach which such constituent member is entitled to send to the meeting. All yea and nay votes shall be fully recorded and published in the proceedings. An affirmative wote of two-thirds shall be necessary of Commerce of the United States of America upon any proposition or resopreceding section, but has received the ficial programme or be added thereto as provided for by these by-laws, prothe votes cast it shall be sent out for vided, however, that such a vote shall further consideration under the fol- be void and of no effect unless the atbe void and of no effect unless the attendance at the meeting shall represent one-third of the voting strength of the chamber from at least twenty

(20) States. Section 9 (General Provisions.) (1) If on the first submission of a ques tion less than one-third of the votes cast favor the proposal it shall not be advanced for second consideration in the form of a pamphlet except with the approval of the board of directors provided, however, that upon petition of the proposing member with the indorsement of ten additional members from as many States the board of directors shall order second consideration of the question by mail. If it shall fail to receive one-third of the votes cast on submission as hereinbefore provided for the board of directors may, however, place it upon the programme for discussion at the annual

(2) The list of questions to be considered at each annual meeting shall be mailed to each member at least thirty days in advance of such meet-

rectors as having passed and action by chamber less than forty days before the annual meeting. (4) No question shall be received

Meeting.) If on second consideration from a constituent member for sub herein provided for, a mission to the chamber by mail or at question shall fail to receive the vote the annual meeting within forty days necessary for its passage, but shall of the date of said annual meeting, have received one-third of the votes unless by a two-thirds vote of the cast, it shall be placed upon the board of directors. but shall of the date of said annual meeting. (5) If any member shall refrain

tion at the next annual meeting.
Section 7. Upon approval by the council or board of directors a member may be permitted by petition to place upon the programme for conannual meeting a floor for the purpose of debating said question which has not been submit-ted in advance by mail as hercinbefore vote of the delegates present.

upon the programme for action at the

referendum no member found to have duly accredited delegate present voted with the minority shall be be entitled to one vote in per- deemed to impair its standing in this A yea and nay vote may be or- chamber by adhering to its position dered on any question upon the de-mand of one-fourth of the delegates thereof.

SOUTHWESTERN ORGANIZATIONS SUMMONED.

The Chamber of Commerce of the United States is organized as a expansion in volume of the commerce of the United States. Its aim is to accomplish this by the amalgamation in its membership of all of the local trade associations in the country, and wisely directing their combined strength to advance our commercial relations at home and abroad to higher planes of public usefulness and individual efficiency. Can there be any question about the wisdom of a local trade association contributing to a movement that promises a thousandfold return?

T. L. TEMPLE, Director.

New Bureau Offers Books of Value to General Public

Organizations Are Urged to Complete Their Libraries with These Publications at Once:

The Bureau of Foreign and Domesic Commerce has available for distribution a number of publications of much interest and value not only to American manufacturers and exporters but also to the general public. These include the results of investigations by commercial agents of the Department of Commerce and Labor and of special investigations undertaken by American consular officers in foreign countries at the request of the Department of Commerce and Labor. Following is brief statement regarding the publications available for distribution, copies of which will be furnished upon application to the Bureau of Foreign and Domestic Commerce as long as the supply lasts:

Supply lasts:
Machine-Tool Trade in Belgium (Special Agent Series No. 32). Report of investigation by Commercial Agent Godfrey L. Carden, of the United States Revenue-cutter Service, of the machine-tool establishments of Belgium. 93 pages, 6 illustrations.

Machine-Tool Trade of Austria-Hungary, Denmark, Russia, and Netherlands (Special Agents Series No. 34). Report by Commercial Agent Godfrey L. Car-den, similar to that on Belgium. 179 pages, 29 illustrations.

pages, 29 illustrations.

Cotton Goods in Latin America, Part IV, Chile, Bolivia, Peru, Ecuador, Jamaica, and Porto Rico (Special Agents Series No. 44). Report by Commercial Agent W. A. Graham Clark on the cotton goods trade and cotton manufacturing industry in the countries named. Contains a survey of general trade conditions in each country, a study of the cotton goods requirements, statements of entrance charges, credit terms, and transportation routes and charges, &c. Of particular interest are the chapter devoted to cotton growing and manufacturing in Peru and the chapter relating to trade routes to Bolivia. 118 pages, 8 illustrations.

Cotton Goods in Spain and Portugal (Spe-

Cotton Goods in Spain and Portugal (Spe otton Goods in Spain and Portugal (Special Agents Series No. 46). Report by Commercial Agent Ralph M. Odell on the cotton goods trade and industry in the Iberian Peninsula. Contains a review of general trade conditions as affecting the business in cotton textiles, a study of the import trade and domestic production, the customs tariffs, transportation routes and charges, &c., and a brief description of numerous samples of cotton goods collected for the benefit of American manufacturers interested in the Spanish and Portuguese markets. 60 pages.

guese markets. of pages.
English Cotton Goods Trade (Special
Agents Series No. 47). Report by Commercial Agent J. M. Hause, showing
recent developments in the English
cotton industry and trade. 12 pages. Cotton Goods in Italy (Special Agents Series No. 48). By Commercial Agent Ralph M. Odell. Similar in form and subject matter to report on Spain and Portugal. 55 pages.

Portugal. 55 pages.

Shoe and Leather Trade in the United Kingdom (Special Agents Series No. 49). Report by Commercial Agent Arthur B. Butman on the British shoe and leather industry and the various factors influencing the import trade. Contains detailed statements as to cost of production in the British shoe industry, an analysis of market conditions, and a list of shoe factories and tanneries, with a statement as to the quantity and character of their output. 80 pages.

loe and Leather Trade in Germany (Special Agents Series No. 59). By Commercial Agent Arthur B. Butman. Similar in treatment of subject to re-port on the United Kingdom. 48 pages. Cotton Goods in Russia (Special Agents Series No. 51). By Commercial Agent Ralph M. Odell. Similar to other reports on same subject. Contains a list of Russian cotton mills, with address, number of spinning and twisting spindles, and looms.

tilization of Atmospheric Nitrogen (Special Agents Series No. 52). By Thomas H. Norten. Consul at Chemnitz, Germany, on detail as commercial agent of the Department of Commerce and Labor. This report deals exhaustively with the present sevels of Afrogen. with the present supply of nitrogen, the synthetic production of ammonia, the synthesis of nitric acid, hydrocy-anic acid, cyanides, nitrides, and calcium cyanamide from atmospheric ni trogen, and coal waste and peat as sources of ammonia. Bibliography, 4 illustrations, 178 pages.

otton Goods in the Balkan States (Special Agents Series No. 53). By Commercial Agent Ralph M. Odell. Report on Roumania, Bulgaria, and Servia similar to those on other countries by the same author. 47 pages. otton Goods in Turkey, Part I (Special Agents Series No. 54). By Commercial Agent Ralph M. Odell. A study of conditions in the Constantinople dis-

trict. 27 pages. English Methods of Dyeing, Finishing, and Marketing Cotton Goods (Special Agents Series No. 56). An exposition of these subjects by Commercial Agent

Hause, supplemented with excerpts from that part of the report of the Tariff Board on cotton manufac-tures dealing with the cost of dyeing nd finishing in the United Kingdom. Shoe and Leather Trade in France and

Switzerland (Special Agents Series No 57). By Commercial Agent Arthur B Butman. Similar to same author's re-

ing Borneo and Ceylon, and a report on the manufacture of synthetic camphor. 15 pages, 2 illustrations.

15 pages, 2 illustrations.

Cordage and Twine Trade in Foreign
Countries (Special Consular Reports
No. 45). Presents statistics of trade in
principal foreign countries, indicates
the character of goods in demand, the
sources of supply, and the extent of
domestic production; contains also a
statement of foreign tariffs on such
goods, a brief summary of the American industry, and statistics of exports
from the United States. 47 pages.
ustralia: Its Resources, Industries, and

from the United States. 47 pages.

Australia: Its Resources, Industries, and Trade, with Suggestions as To Its Development as a Market for American Merchandise (Special Agents Series No. 47). Consists chiefly of reports by Henry D. Baker, Consul at Hobart, Tasmania, who was detailed to make special investigations of trade and industrial conditions in Australia, supplemented with articles furnished by other consular officers and data from official publications of the commonwealth. 126 pages.

Rellway Situation in China (Special

wealth. 126 pages.
tailway Situation in China (Special
Consular Reports No. 48). A general
survey by George E. Anderson, Consul
General at Hongkong, of railway conditions in China, with a detailed study
of the five principal groups of railways, and a statement of the opportunities for the sale of American equipment and material. 32 pages.

ment and material. 32 pages.
The Gothenburg System (Special Consular Reports No. 49). An exposition by Stuart J. Fuller, Consul at Gothenburg, of the system of regulating the liquor traffic in that city. In addition to an exposition of the law and regulations and the method of their application, there are given translations of the royal ordinances governing the sale of spirits and wine and beer in Sweden; also translations of the special rules enforced in Gothenburg, and statistics published to show the results the Gothenburg system claims to have accomplished. 48 pages.

accomplished. 48 pages.

locoa Production and Trade (Special Consular Reports No. 50). A survey of that world's production and trade in cocoa, as revealed by reports from the principal countries of production and consumption, methods of cultivating and preparing cocoa for the market, and the rofits from the industry are discussed. 51 pages.

Oreign Trade in Denatured Alcohol (Special Company)

cussed. of pages.
Foreign Trade in Denatured Alcohol (Special Consular Reports No. 51). A compilation of reports on the denatured alcohol industry of the principal foreign countries, supplemented with articles relating to the industry in the United States. 36 pages.

Foreign Salt Market and Industry (Special Consular Reports No. 51). Comprises reports from foreign countries giving statistics of production and consumption; amount, source, and destination of imports and exports; whole sale and retail prices, &c. & pages.

oreign Markets for Motor Vehicles (Special Consular Reports No. 53). A detailed review of conditions in the automobile industry and trade of foreign countries. 148 pages. reign Trade in Musical Instrum

(Special Consular Reports No. 56 Comprises three chapters devoted, r spectively, to planos, plano player and player pianos; phonographs; at organs and string and band instruents. 102 pages.

BULLETIN SERVICE.

The Board of Directors of the Chamber of Commerce of the United States, at its last meeting, authorized the general secretary to institute a bulletin service for the benefit of the constituent members of the Chamber. Its purpose is to keep the members in touch with matters affecting their interests at the seat of the nation's government.

Through various bureaus of research and investigation, the government is ren dering a service of immense value to the which is only partially availed of, mainly because the business men are not fully informed as to this service and the meth much printed matter is issued by the gov ernment in the form of reports, pamphlet and circulars, to a large extent poorly in dexed and correlated, that it is difficult to know for what particular documents

The Chamber will receive these doon ments as soon as issued, will digest them and through this bulletin service will call the attention of its members to the most important of them, bearing on the commercial interests of the country. It this within the limits of the bulletin bu ts members copies of the documents re to aid the government in securing their distribution among those for whom they are mainly intended.

to apply.

While the information contained in thes. sents a service by the National Chambe for the benefit of its members only, it is confidently hoped and expected that the secretaries and constituent organization tion to the attention of such of their mem bers as would be particularly interested in it. The general bulletin will be issue about once a week, but not at regular

Legislative Bulletin.

"In addition to the General Bulletin, the Chamber will issue weekly during the ports on the United Kingdom and Germany. 44 pages.

Inning in the Federated Malay States (Special Agents Series No. 59). By Commercial Agent D. C. Alexander, jr. Deals chiefly with the tin mines, the subject being treated with special reference to methods and equipment and the market for American machinery and supplies. 25 pages, 5 illustrations.

Commercial Courts in Europe (Special Consular Reports, Vol. 41, Part III). Presents information as to the manner of settling commercial disputes in the principal European countries. 9 pages.

Iunicipal Taxation in European Courts (Special Consular Reports, Vol. 42, Part III). A compilation of consular reports, showing the methods of levying and collecting taxes in the principal municipalities of Europe. 88 pages.

Imphor Industry in Foreign Countries (Special Consular Reports, Vol. 43, Part III). Description of methods of producing natural camphor in Japan and Formosa, with brief notes regard. session of Congress a Legislative Bullefore the opening of Congress, and will the end of the last session relating to business interests. With the opening of producing natural camphor in Japan and Formosa, with brief notes regard-

ORGANIZATIONS OF MOUNTAIN STATES INVITED.

There are many good reasons why every commercial organization in the United States should be a member of the Chamber of Commerce of the United States. On the same principle that their local organizations are able, through concerted efforts, to obtain results for their city, county, and State which they could not by individual action, so can the Chamber of Commerce of the United States accomplish those larger measures which affect every State of the Union. In fact, it is only an aggregation of all the commercial organizations acting as one for the good of all. Being at the seat of the national government, it is in direct touch with the President, Senators, and Representatives, and able to inform them of the commercial needs of the country at large in a manner not otherwise possible.

C. T. STEVENSON, Councilor,

Reno, Nev.

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